

CITY OF DAISSETTA, TEXAS

ROAD REHABILITATION PROJECT TEXAS GENERAL LAND OFFICE CDBG-DR PROGRAM CONTRACT NO. 24-067-004-E191 LJA PROJECT NO. B1246-1004

CITY OF DAISSETTA OFFICIALS

410B MAIN STREET
DAISSETTA, TX 77533

CHANCIE BAILEY MAYOR
CINDY BURCHFIELD MAYOR PRO TEM
RYAN TAYLOR COUNCIL MEMBER
LORI TIDWELL COUNCIL MEMBER
VACANT COUNCIL MEMBER
ANDREW MCCLUSKY COUNCIL MEMBER

GRANT ADMINISTRATION

TRAYLOR & ASSOCIATES GRANT MANAGEMENT



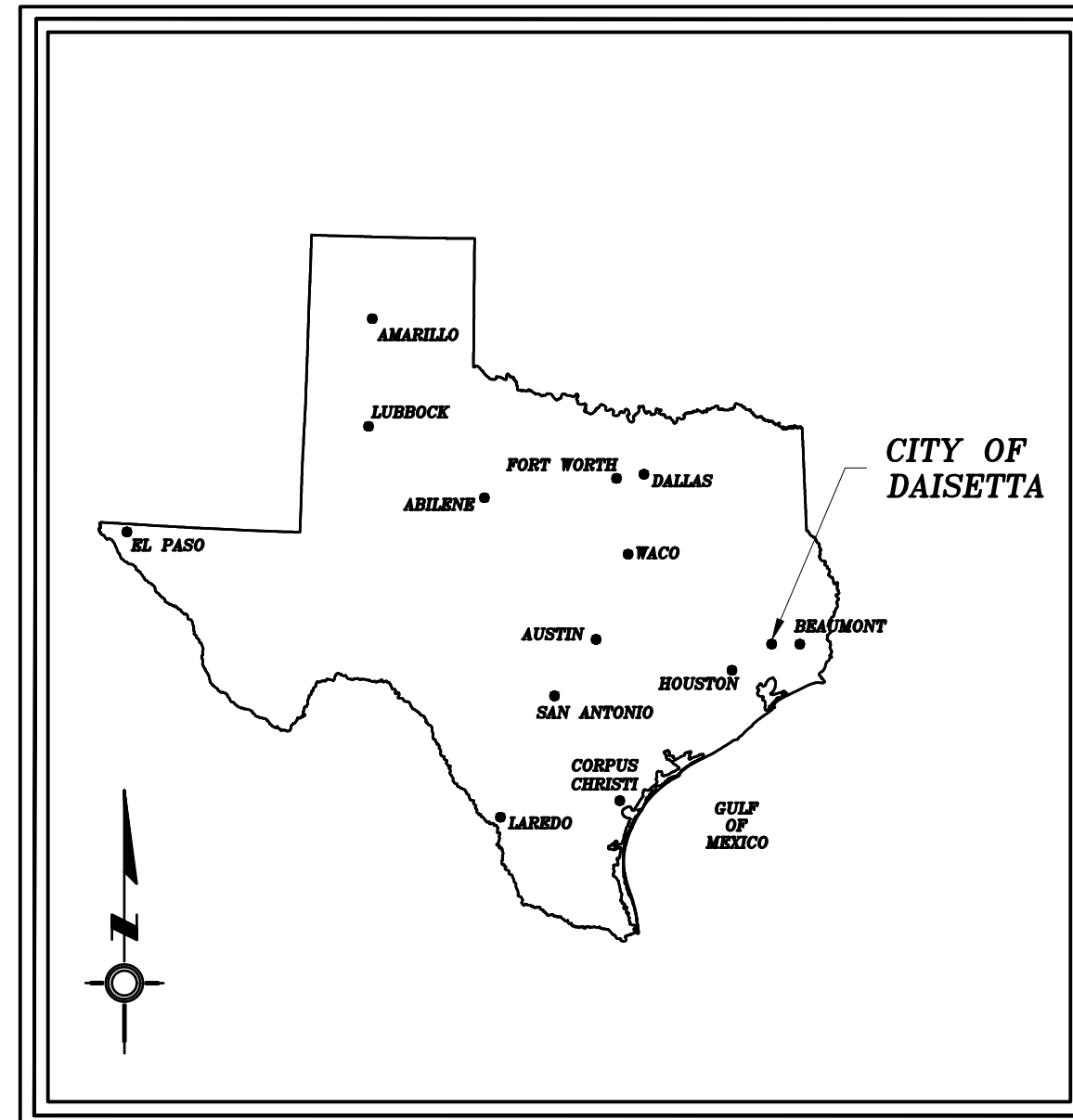
LJA ENGINEERING, INC.

Calvin D. Prosen

CALVIN D. PROSEN, P.E., NO. 70405

07/31/2024

DATE



PROJECT MAP

PREPARED BY:
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JULY 2024

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Revision	By	Chk.	Appr.	Date
CITY OF DAISSETTA, TEXAS ROAD REHABILITATION PROJECT				
TITLE SHEET				
LJA Engineering, Inc.				
2615 Calder Avenue, Suite 500 Beaumont, Texas 77702		Phone 409.833.3363 Fax 409.833.0317 FRN - F-1386		
DESIGN: T.G.	JOB NO.: B1246-1004			
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7/24/2024 0: Projects LJA B000 - BXXX\B1246 - City of Daisetta\1004 - GLO CDBG--DR Road Rehabilitation\3 - Design Phase Services\A CAD\03 GENERAL NOTES.dwg

GENERAL NOTES:

- CONSTRUCTION SHALL BE IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS, TXDOT STANDARD SPECIFICATIONS WHERE REFERENCED AND CITY OF DAISSETTA REQUIREMENTS.
- ALL BIDDERS ARE TO INSPECT THE PROJECT SITE AND FAMILIARIZE THEMSELVES WITH THE PLANS AND NATURE OF THE WORK PRIOR TO BIDDING. BIDDER SHALL VERIFY ALL QUANTITIES OF PROPOSED WORK. BIDS SHALL INCLUDE ALL COSTS FOR MOBILIZATION, TRAFFIC CONTROL, MATERIAL TESTING AND SWPPP NECESSARY FOR A COMPLETE PROJECT.
- CONTRACTOR SHALL CONTACT THE ENGINEER AND CITY OF DAISSETTA 48 HOURS PRIOR TO CONSTRUCTION FOR NOTIFICATION OF COMMENCEMENT.
- LOCATION OF EXISTING UNDERGROUND UTILITIES AND SERVICE LINES (WATER, SEWER, GAS, TELEPHONE, ELECTRICAL, ETC.) ARE DETERMINED FROM BEST AVAILABLE RECORDS AND ARE APPROXIMATE. CONTRACTOR TO LOCATE LINES AND/OR OBSTRUCTIONS AHEAD OF EXCAVATION.
- THE CONTRACTOR SHALL HAVE FULL RESPONSIBILITY FOR TESTING ALL MATERIALS INCORPORATED IN THE PROJECT AT HIS SOLE EXPENSE. AN INDEPENDENT TESTING LABORATORY SHALL BE SELECTED BY THE CONTRACTOR, WITH THE ENGINEER'S APPROVAL, TO INSPECT AND TEST THE MATERIALS AND METHODS OF CONSTRUCTION. ALL COPIES OF REQUIRED TEST RESULTS ARE TO BE SENT TO THE ENGINEER DIRECTLY FROM THE TESTING AGENCY.
- ALIGNMENT AND GRADES WILL GENERALLY FOLLOW THE EXISTING ROADWAY UNLESS NOTED. CONSTRUCTION STAKING (ALIGNMENT AND GRADE) TO BE PROVIDED BY THE CONTRACTOR AT NO SEPARATE PAY.
- CONTRACTOR TO USE CAUTION WHEN CROSSING ALL EXISTING FACILITIES. ANY DAMAGE TO BE REPAIRED AT THE CONTRACTORS EXPENSE WITH NO SEPARATE PAY.
- SURPLUS EXCAVATED MATERIAL SHALL BE REMOVED AND DISPOSED OFF SITE BY THE CONTRACTOR (NO SEPARATE PAY). IF THE ENGINEER NOTIFIES THE CONTRACTOR THAT THE OWNER HAS USE FOR THIS MATERIAL, THE MATERIAL WILL BE HAULED TO A SITE AS DIRECTED BY THE OWNER. NO FILL SHALL BE PLACED WITHIN ANY FLOODPLAIN HAZARD AREA.
- WHERE CONTRACTOR'S WORK AND/OR EQUIPMENT CAUSES AN OBSTRUCTION TO TRAFFIC, CONTRACTOR SHALL PROVIDE AND INSTALL TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH PART IV OF THE "TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (TEXAS MUTCD, MOST RECENT EDITION AS REVISED) DURING CONSTRUCTION.
- CONTRACTOR TO MAINTAIN ACCESS FOR PROPERTY OWNERS, POST OFFICE VEHICLES, SCHOOL BUSES, GARBAGE TRUCKS AND EMERGENCY VEHICLES AT ALL TIMES.
- NOTIFY ALL PROPERTY OWNERS A MINIMUM OF TWENTY-FOUR (24) HOURS PRIOR TO BLOCKAGE OF DRIVEWAYS OR ENTERING OF UTILITY EASEMENTS.
- CONTRACTOR SHALL MAINTAIN DRAINAGE TO ORIGINAL OR BETTER CONDITION THROUGHOUT THE CONSTRUCTION OF THE PROJECT. NO SEPARATE PAY.
- ALL TRAFFIC SIGNS AND STRIPING SHALL CONFORM TO THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- THE CONTRACTOR TO PROVIDE ACCESS TO EXISTING DRIVEWAYS AT ALL TIMES. ALL WEATHER GRAVEL SURFACE SHALL BE USED FOR MAINTAINING TEMPORARY ACCESS TO EXISTING DRIVEWAYS. THIS WORK WILL NOT BE PAID FOR DIRECTLY BUT SHALL BE SUBSIDIARY TO THE VARIOUS BID ITEMS OF THE CONTRACT.
- CONTRACTOR TO CONTACT "DIG-TESS" AT 1-800-344-8377 OR 811 AT LEAST 48 HOURS PRIOR TO BEGINNING ANY CONSTRUCTION FOR LOCATION AND MARKING OF UNDERGROUND CABLE.
- PROTECT EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION. UTILITIES DAMAGED ARE TO BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE. VERIFY THE LOCATION AND DEPTH OF EXISTING UTILITIES PRIOR TO CONSTRUCTION.
- EXISTING MAILBOXES, SIGNS, VALVE BOXES, ETC. DISTURBED BY CONTRACTOR SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION AND SHALL BE RESET AT THE CONTRACTOR'S EXPENSE.
- CONTRACTOR SHALL KEEP THE PROJECT SITE AS CLEAN AS POSSIBLE DURING WORK. UPON PROJECT COMPLETION, ALL WORK AREA MUST BE LEFT AS CLEAN AS PRE -EXISTING CONDITION.
- WATER TRUCKS EQUIPPED WITH WATER SPRINKLING SYSTEMS SHALL BE SUPPLIED BY THE CONTRACTOR TO MINIMIZE DUST DURING CONSTRUCTION AND SHALL BE CONSIDERED SUBSIDIARY TO VARIOUS BID ITEMS.
- A FIELD SET OF AS-BUILT DRAWINGS SHALL BE MAINTAINED BY THE CONTRACTOR FOR TRANSFER TO PERMANENT RECORD DRAWINGS. THESE DRAWINGS SHOULD INCLUDE CHANGES MADE DURING CONSTRUCTION. PROJECT WILL NOT BE CLOSED OUT UNTIL CONTRACTOR HAS PROVIDED THE FIELD SET TO THE ENGINEER.
- REMOVAL OF DEFECTIVE AND UNAUTHORIZED WORK: ALL WORK WHICH HAS BEEN REJECTED OR CONDEMNED SHALL BE REPAIRED; OR IF IT CANNOT BE REPAIRED SATISFACTORILY, IT SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE. DEFECTIVE MATERIALS SHALL BE IMMEDIATELY REMOVED FROM THE WORK SITE. WORK DONE BEYOND THE LINE OR NOT IN CONFORMITY WITH THE GRADES SHOWN ON THE DRAWINGS OR AS PROVIDED, WORK DONE WITHOUT PROPER INSPECTION; OR ANY EXTRA OR UNCLASSIFIED WORK DONE WITHOUT WRITTEN AUTHORITY AND PRIOR AGREEMENT IN WRITING AS TO PRICES,

SHALL BE AT THE CONTRACTOR'S RISK, AND WILL BE CONSIDERED UNAUTHORIZED, AND AT THE OPTION OF THE CLIENT MAY NOT BE MEASURED AND PAID FOR AND MAY BE ORDERED REMOVED AT THE CONTRACTOR'S EXPENSE. UPON FAILURE OF THE CONTRACTOR TO REPAIR SATISFACTORILY OR TO REMOVE AND REPLACE, IF SO DIRECTED, REJECTED, UNAUTHORIZED OR CONDEMNED WORK OR MATERIALS IMMEDIATELY AFTER RECEIVING NOTICE FROM THE CLIENT, THE CLIENT WILL, AFTER GIVING WRITTEN NOTICE TO THE CONTRACTOR, HAVE THE AUTHORITY TO CAUSE DEFECTIVE WORK TO BE REMEDIED OR REMOVED AND REPLACED, OR TO CAUSE UNAUTHORIZED WORK TO BE REMOVED AND TO DEDUCT THE COST THEREOF FROM ANY MONIES DUE OR TO BECOME DUE THE CONTRACTOR.

- BEFORE EXCAVATING NEAR EXISTING UTILITIES, CONTACT THE UTILITY COMPANY FOR EXACT LOCATIONS TO PREVENT DAMAGE OR INTERFERENCE WITH PRESENT FACILITIES. NOTIFY TEXAS ONE CALL, TOLL FREE AT 1-800-245-4545. THIS ACTION DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITIES UNDER THE TERMS OF THE CONTRACT OR THE PLANS AND SPECIFICATIONS. DAMAGED CAUSED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AND RESTORED TO SERVICE IN A TIMELY MATTER AT NO EXPENSE TO THE CITY.
- THE FOLLOWING IS A LIST OF CONTACTS:

CITY OF DAISSETTA	936-536-6761
TEXAS ONE CALL SYSTEM	1-800-245-4545
DIG-TESS	1-800-344-8377
ENTERGY	1-800-ENTERGY

SIGNAGE REQUIREMENTS:

THE PROJECT SHALL PLACE TEMPORARY SIGNAGE ERECTED IN A PROMINENT LOCATION AT THE CONSTRUCTION PROJECT SITE OR ALONG A MAJOR THOROUGHFARE WITHIN THE LOCALITY. SIGNAGE SHALL CONTAIN THE FOLLOWING:



THIS PROJECT IS FUNDED BY THE TEXAS GENERAL LAND OFFICE OF THE STATE OF TEXAS, TO PROVIDE FOR DISASTER RECOVERY AND RESTORATION OF INFRASTRUCTURE FOR COMMUNITIES IMPACTED BY HURRICANE HARVEY.



FUNDS ALLOCATED BY THE UNITED STATES DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT THROUGH THE COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM.

CONSTRUCTION NOTES:

ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH TXDOT'S STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MAINTENANCE OF HIGHWAYS, STREETS AND BRIDGES, 2014 VERSION, EXCEPT AS REVISED OR CLARIFIED IN THE SUPPLEMENTAL NOTES THAT FOLLOW:

ITEM 134 – BACKFILLING PAVEMENT EDGES

PAYMENT FOR THIS BID ITEM IS FULL COMPENSATION FOR LABOR, MATERIAL, EQUIPMENT, TOOLS AND INCIDENTALS. PROVIDE A SHOULDER-UP WIDTH NO GREATER THAN TWO (2) FEET. SHOULDER -UP MATERIAL SHALL MEET THE 95% STANDARD PROCTOR DENSITY REQUIREMENTS. THIS ITEM SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED SUBSIDIARY TO VARIOUS BID ITEMS.

ACCEPTABLE SHOULDER -UP MATERIAL INCLUDES:

- LIMESTONE BASE, TYPE A , GRADE 1 -2 (TXDOT ITEM 247)
- RECYCLED ASPHALT PAVEMENT (RAP) (TXDOT ITEM 340)

ITEM 150 - BLADING

BLADE EXISTING SHOULDER OF ALL VEGETATION AND SOIL BUILDUP FOR A MINIMUM WIDTH OF 1 FOOT. THIS ITEM SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED SUBSIDIARY TO VARIOUS BID ITEMS.

ITEM 247 – FLEXIBLE BASE

FLEXIBLE BASE FOR THIS PROJECT SHALL BE CRUSHED LIMESTONE BASE (TYPE A, GRADE 1-2). MEASUREMENT FOR PAYMENT OF FLEXIBLE BASE SHALL BE BY THE SQUARE YARD COMPLETE IN PLACE OF THE COMPACTED THICKNESS.

THE CONTRACTOR SHALL PLACE THE PROPOSED BASE IN NO GREATER THAN 6” LIFTS AND COMPACT EACH LIFT TO 95 % OF STANDARD PROCTOR DENSITY AS DETERMINED BY ASTM D-698. WHEN PLACEMENT OF BASE IS FINISHED AND DENSITY HAS BEEN ACHIEVED, AREA RECEIVING PRIME SHALL NOT BE PRIMED UNTIL THE BASE IS WITHIN ±2% OF OPTIMUM MOISTURE CONTENT.

ITEM 251 – REWORKING BASE COURSES

REWORKING BASE COURSE FOR THIS PROJECT SHALL INCLUDE PULVERIZING ALL EXISTING ASPHALT CONCRETE PAVEMENT SURFACE WITH EXISTING BASE IN PLACE WITH A MAXIMUM PARTICLE SIZE OF ½” . THE ENTIRE EXISTING SURFACE COURSE AND THE EXISTING BASE SHALL BE PULVERIZED TO AN APPROXIMATE DEPTH OF EIGHT (8) INCHES USING A RECLAIMER (EITHER A

BOMAG MPH TYPE, CATERPILLAR RR TYPE, CEI TYPE, OR APPROVED EQUIVALENT). DEPTHS OF PULVERIZATION MAY NEED TO BE FIELD ADJUSTED ONCE CONSTRUCTION BEGINS. ANY ADJUSTMENTS SHALL BE CONSIDERED SUBSIDIARY TO THE BID ITEM WITH NO ADDITIONAL PAY. EXISTING BASE QUANTITIES HAVE BEEN ESTIMATED FROM TOPOGRAPHIC FIELD SURVEY COLLECTED. SHOULD THE CONTRACTOR BELIEVE THE QUANTITIES REPRESENTED DO NOT REFLECT EXISTING CONDITIONS, THE CONTRACTOR SHALL ADJUST HIS/HER UNIT PRICE BID FOR ITEM 251. NO ADDITIONAL PAYMENT SHALL BE MADE FOR REWORKING BASE COURSE OVER THE QUANTITY BID FOR THE PROJECT.

ITEM 310 – TRACKLESS TACK AS PRIME COAT

TRACKLESS TACK FOR THIS PROJECT SHALL BE SS-1H AND APPLIED AT THE RATE BETWEEN 0.04 TO 0.1 GAL/SY AND PLACED WHEN THE BASE IS WITHIN ± 2% OF OPTIMUM MOISTURE. BEFORE APPLYING THE TRACKLESS TACK, THE CONTRACTOR SHALL MAKE SURE THAT ALL LOOSE MATERIAL IS REMOVED FROM THE SURFACE BY LIGHTLY SWEEPING WITH A MECHANICAL BROOM.

FURNISHING AND PLACING BLOTTER MATERIAL WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO THE UNIT PRICE BID FOR ITEM 310. FOR CONTRACTOR'S QUALITY CONTROL, THE PROJECT REPRESENTATIVE SHALL VERIFY THE APPLICATION RATE AT ANY TIME DURING CONSTRUCTION.

ITEM 340 – DENSE -GRADED HOT -MIX ASPHALT (SMALL QUANTITY)

PROVIDE MIXTURE TYPE D USING PG BINDER 64-22 OF COMPACTED ASPHALT THICKNESS AS SHOWN ON THE PLANS. USE TACK COAT/ASPHALT BINDER COMPATIBLE WITH TYPE OF MIX REQUIRED.

THE MIX SHALL BE DESIGNED FOR A STABILITY OF AT LEAST FORTY (40) AND COMPACTED TO BETWEEN 92% AND 97% OF THE MAXIMUM THEORETICAL DENSITY MEASURED BY ASTM D-2041.

SILICEOUS GRANITE OR GRAVEL, IRON ORE OR LIGHTWEIGHT MATERIAL, RAS MATERIALS WILL NOT BE USED ON THIS PROJECT.

ASPHALT CONCRETE WILL BE TESTED FOR DENSITY CONTROL AND COMPARISON TO THE JOB MIX FORMULA FOR FINAL ACCEPTANCE. ASPHALT WILL BE TESTED EACH 500 TONS OR ONE DAY PRODUCTION.

THE VERTICAL SURFACE EXPOSED WHEN TAKING THE CORE SAMPLE WILL BE COMPLETELY COATED WITH EPOXY AND REPAIRED TO THE SATISFACTION OF THE ENGINEER. THESE EXTRA WORKS (TESTING AND REPAIR) WILL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED SUBSIDIARY TO THE VARIOUS BID ITEMS. THE COARSE AGGREGATE USED ON THE PROJECT SHALL HAVE A COMBINED POLI- SH VALUE OF NOT LESS THAN 30 AND NONE OF THE INDIVIDUAL AGGREGATE THAT COMPOSE THE COARSE AGGREGATE SHALL HAVE A POLISH VALUE OF LESS THAN 29.

ALL ASPHALT COURSES SHALL BE PLACED WITH AN APPROVED SPREADING AND FINISHING MACHINE EQUIPPED WITH AN AUTOMATIC SCREED CONTROL IN ACCORDANCE WITH TXDOT ITEM 340.

IF THE EXISTING SURFACE TO BE OVERLAID CONTAINS HOLES OR DEPRESSIONS EXCEEDING THREE-QUARTERS (3/4) INCH IN DEPTH, IT SHALL BE REPAIRED BY REMOVAL OF ALL LOOSE AND DEFECTIVE MATERIALS TO A DEPTH OF A MINIMUM OF EIGHT (8) INCHES AND REPLACED WITH EQUAL AMOUNT OF ASB GRADE 1 MATERIAL IN ACCORDANCE WITH TXDOT SPECIFICATION ITEM 292 . REMOVAL OF LOOSE AND DEFECTIVE MATERIALS (REGARDLESS OF NATURE) WILL BE PAID UNDER RELATED ITEM.

TRUCKS HAULING BITUMINOUS MIXTURES SHALL HAVE TIGHT, CLEAN AND SMOOTH METAL BEDS TO PREVENT THE MIXTURE FROM ADHERING TO THEM. THE BEDS SHALL BE LIGHTLY COATED WITH A MINIMUM AMOUNT OF PARAFFIN OIL AND LIME SOLUTION. UNDER NO CIRCUMSTANCES SHALL THE USE OF DIESEL FUEL BE PERMITTED FOR THIS PURPOSE. EACH TRUCK SHALL HAVE A SUITABLE COVER TO PROTECT THE MIXTURE FROM ADVERSE WEATHER. ANY MIXTURE ARRIVING AT THE PAYER WITH A TEMPERATURE OF LESS THAN 275 DEGREES FAHRENHEIT WILL BE REJECTED.

THE FORMATION OF JOINTS (PARTICULARLY CENTERLINE JOINTS) SHALL BE MADE IN SUCH A MANNER AS TO ENSURE A CONTINUOUS BOND BETWEEN OLD AND NEW SECTIONS OF THE COURSE. ALL JOINTS SHALL PRESENT THE SAME TEXTURE, DENSITY, AND SMOOTHNESS AS THE OTHER SECTIONS OF THE ASPHALT CONCRETE PAVEMENT. TRANSVERSE AND LONGITUDINAL JOINTS SHALL HAVE A STRAIGHT VERTICAL FACE AND SHALL BE GIVEN A TACK COAT BEFORE PLACEMENT OF ANY FRESH MIXTURE AGAINST THE JOINT.

THE BID QUANTITIES OF HOT MIX HAVE BEEN ESTIMATED AT THE RATE OF 2 TONS/CY. THE CONTRACTOR IS RESPONSIBLE FOR ADJUSTING HIS/HER UNIT PRICE FOR ITEM 341 TO TAKE INTO ACCOUNT THE WASTE MATERIAL REQUIRED TO PROVIDE A FINAL COMPACTED THICKNESS AS SHOWN IN THE PLANS.

RAP AND RAS SHALL NOT BE ALLOWED IN THE MIX FOR THIS PROJECT.

ITEM 351 – FLEXIBLE PAVEMENT STRUCTURE REPAIR

WHERE LOW PLASTIC MATERIALS SUCH AS SILTY SAND AND SANDY CLAY SOILS ARE ENCOUNTERED AT THE PAVEMENT SUBGRADE LEVEL, THE EXPOSED SURFACE OF THE PAVEMENT SHALL BE SCARIFIED TO A DEPTH OF 8 INCHES AND CHEMICALLY TREATED WITH PORTLAND CEMENT.

ITEM 500 – MOBILIZATION

MOBILIZATION SHALL NOT EXCEED 5% OF THE TOTAL BID FOR EACH ROADWAY .

ITEM 502 - BARRICADES, SIGNS, AND TRAFFIC HANDLING

THE TRAFFIC CONTROL PLAN SHALL CONFORM TO TXDOT'S BARRICADE AND CONSTRUCTION DETAILS 1 THROUGH 12-(21) AND PART IV OF THE "TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (TEXAS MUTCD, MOST RECENT EDITION AS REVISED) DURING CONSTRUCTION. CONTRACTOR SHALL IMPLEMENT PROPER DETOURS WHEN CLOSING INTERSECTIONS FOR WORK. CHANNELIZING DEVICES FOR LANE CLOSURE SHALL BE DRUMS WITH VERTICAL PANELS PER BC (8)-(21) OR PORTABLE VERTICAL PANELS PER BC (9)-21. REMOVE ALL TRAFFIC CONTROL DEVICES FROM THE ROADWAY, OFF THE RIGHT OF WAY, WHEN THEY ARE NOT IN USE.

ITEM 506 - TEMPORARY EROSION, SEDIMENTATION , AND ENVIRONMENTAL CONTROLS

PAYMENT FOR THIS BID ITEM SHALL BE FOR SW3P PREPARATION, MAINTENANCE AND REMOVAL. PROVIDE ADEQUATE EROSION CONTROL MEASURES NECESSARY TO CONTAIN SEDIMENT AND EROSION TO WITHIN THE PROJECT SITE.

ITEM 530 – INTERSECTIONS, DRIVEWAYS AND TURNOUTS

DRIVEWAY APRON CONSTRUCTION AND MATERIAL ARE BID SEPARATELY FROM ROADWAY ITEMS. CONTRACTOR SHALL INSTALL HMAC SURFACE AND TACK COAT. SWEEP DRIVEWAY PRIOR TO PLACEMENT OF SURFACE COURSE.

ITEM 5000 - CONSTRUCTION MATERIALS TESTING

CONSTRUCTION MATERIALS TESTING IS IMPERATIVE TO THE SUCCESSFUL CONSTRUCTION OF THE PROJECT. THE CONTRACTOR SHALL TEST ALL MATERIALS INCORPORATED IN THE PROJECT. AN INDEPENDENT TESTING LABORATORY SHALL BE SELECTED BY THE CONTRACTOR, WITH THE ENGINEER'S APPROVAL, TO INSPECT AND TEST THE MATERIALS AND METHODS OF CONSTRUCTION. ALL COPIES OF REQUIRED TEST RESULTS ARE TO BE SENT TO THE ENGINEER DIRECTLY FROM THE TESTING AGENCY.

PROJECT NOTES:

- THE CONTRACTOR SHALL LIMIT DISTURBED AREAS TO THE RIGHT-OF-WAY. ANY AREAS DISTURBED OUTSIDE OF THE RIGHT-OF-WAY, UNLESS DIRECTED BY THE ENGINEER, SHALL BE RESTORED TO THE CONDITIONS PRIOR TO CONSTRUCTION AT THE CONTRACTOR'S EXPENSE.
- THE RIGHT-OF-WAY SHOWN ON THESE PLANS HAVE NOT BEEN FIELD VERIFIED AND ARE BASED UPON ESTIMATES PROVIDED BY LIBERTY COUNTY APPRAISAL DISTRICT. THESE RIGHT-OF-WAYS DO NOT CONSTITUTE A BOUNDARY DECISION OF ANY KIND.
- THE PROPOSED CENTERLINE ALIGNMENT IS INTENDED TO FOLLOW THE EXISTING ROADWAY CENTERLINE (AS DETERMINE BY TOPOGRAPHIC FIELD SURVEY). IN SOME INSTANCES, THE PROPOSED CENTERLINE MAY NEED TO BE FIELD ADJUSTED FOR THE BEST FIT CROSS-SECTION. IF IT IS DETERMINED THAT THE PROPOSED CENTERLINE ALIGNMENT NEEDS TO BE SHIFTED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER FOR APPROVAL PRIOR TO THIS ADJUSTMENT.
- ROADWAY CONSTRUCTION IS INTENDED TO MATCH EXISTING GRADES AT TIE-IN LOCATIONS. THE CONTRACTOR SHALL PROVIDE A SMOOTH TAPER AT THE TIE-INS.
- THE PROPOSED ROADWAY PROFILE SHALL GENERALLY FOLLOW THE GRADE OF THE EXISTING ROADWAY EXCEPT IN THE INSTANCES WHERE MINIMUM COVER ABOVE A PROPOSED CULVERT IS CALLED OUT ON THE PLANS.

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY CALVIN D. PROSEN, P.E. #70405, on Jul 31, 2024

Calvin D. Prosen

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CITY OF DAISSETTA, TEXAS
ROAD REHABILITATION PROJECT

GENERAL NOTES & PROJECT NOTES

LJA Engineering, Inc.

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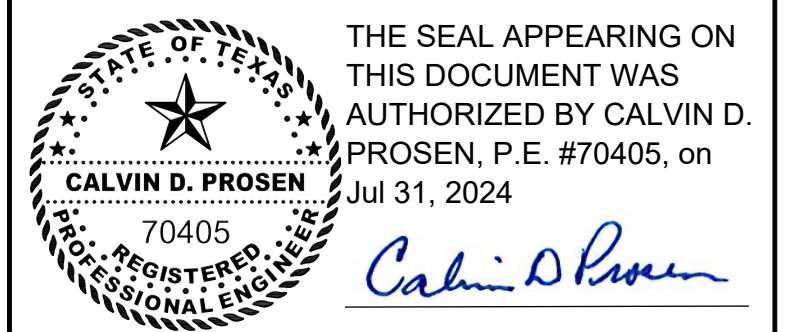
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	ROADWAY/ PROJECT LOCATION	STATION RANGE	ITEM 247	ITEM 275	ITEM 275	ITEMS 300 & 310	ITEM 340	ITEM 530	ITEM 530
			FLEXIBLE BASE (SY)	PULVERIZE, RESHAPE & RECOMPACT ROADWAY (SY)	CEMENT TREATMENT (4%) (TON)	INSTALLTRACKLESS TACK AS PRIME COAT (0.1 GAL/SY) (GAL)	TY-D HMAC (TON)	CONSTRUCT INTERSECTION TURNOUT (ASPH) (SY)	CONSTRUCT DRIVEWAY TURNOUT (ASPH) (SY)
BASE BID A	BOBCAT LN	STA 12+81 TO STA 26+00		2,771	44	277	410	175	151
BASE BID B	IDAHO	STA 0+10 TO STA 13+38		2,808	44	281	309	95	147
BID C (ALT BID #1)	BOBCAT LN	STA 12+81 TO STA 26+00	308	308	5	31			
BID D (ALT BID #2)	IDAHO	STA 0+10 TO STA 13+38	310	310	5	31			
BID E (ALT #3)	BOBCAT LN	STA 0+00 TO STA 12+81		2,099	33	210	231		158
BID F (ALT #4)	BOBCAT LN	STA 0+00 TO STA 12+81	299	299	5	30			
BID G (ALT #5)	BOBCAT LN	STA 26+00 TO STA 42+92		3,616	57	362	398	182	133
BID H (ALT #6)	BOBCAT LN	STA 26+00 TO STA 42+92	395	395	6	39			
BID J (ALT #7)	DAKOTA	STA 0+09 TO STA 10+90		1,873	30	187	412	79	121
BID K (ALT #8)	DAKOTA	STA 0+09 TO STA 10+90	254	254	4	25			
TOTALS			1,566	14,732	233	1,473	1,759	530	710

THE QUANTITIES IN THE TABLE WERE CALCULATED BASED ON SURVEY DATA AND THE BASIS OF ESTIMATE NOTES BELOW. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR COLLECTING AND CALCULATING THEIR OWN DATA AND QUANTITIES.

BASIS OF ESTIMATE			
ITEM	ITEM DESCRIPTION	RATE/CONVERSION	BID UNIT
275	CEMENT TREATMENT	4% CEMENT DRY WEIGHT 125 LB/CF	TON
310	PRIME COAT	0.10 GAL/SY	GAL
340	TY-D HMAC	110LB/SY	TON



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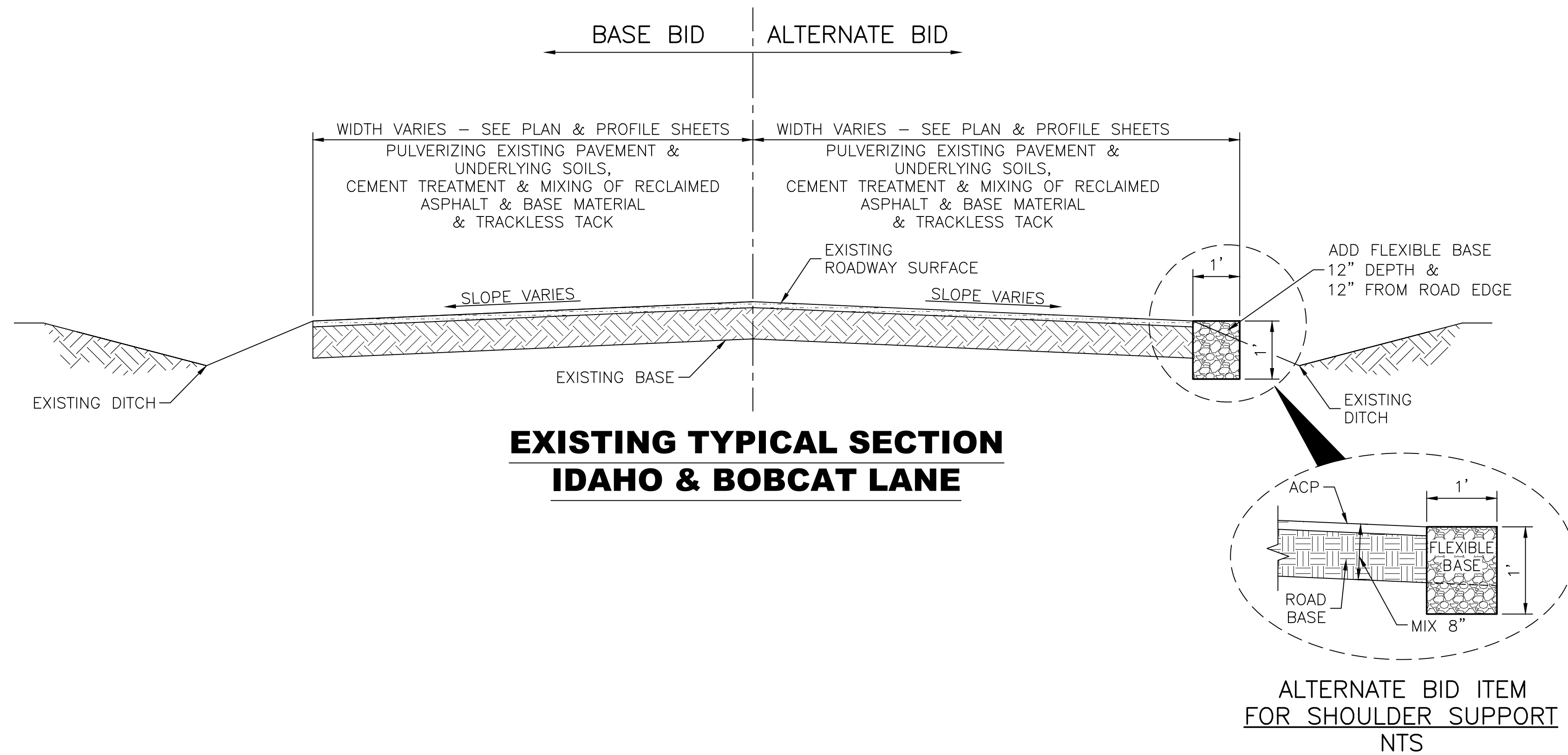
SUMMARY OF QUANTITIES

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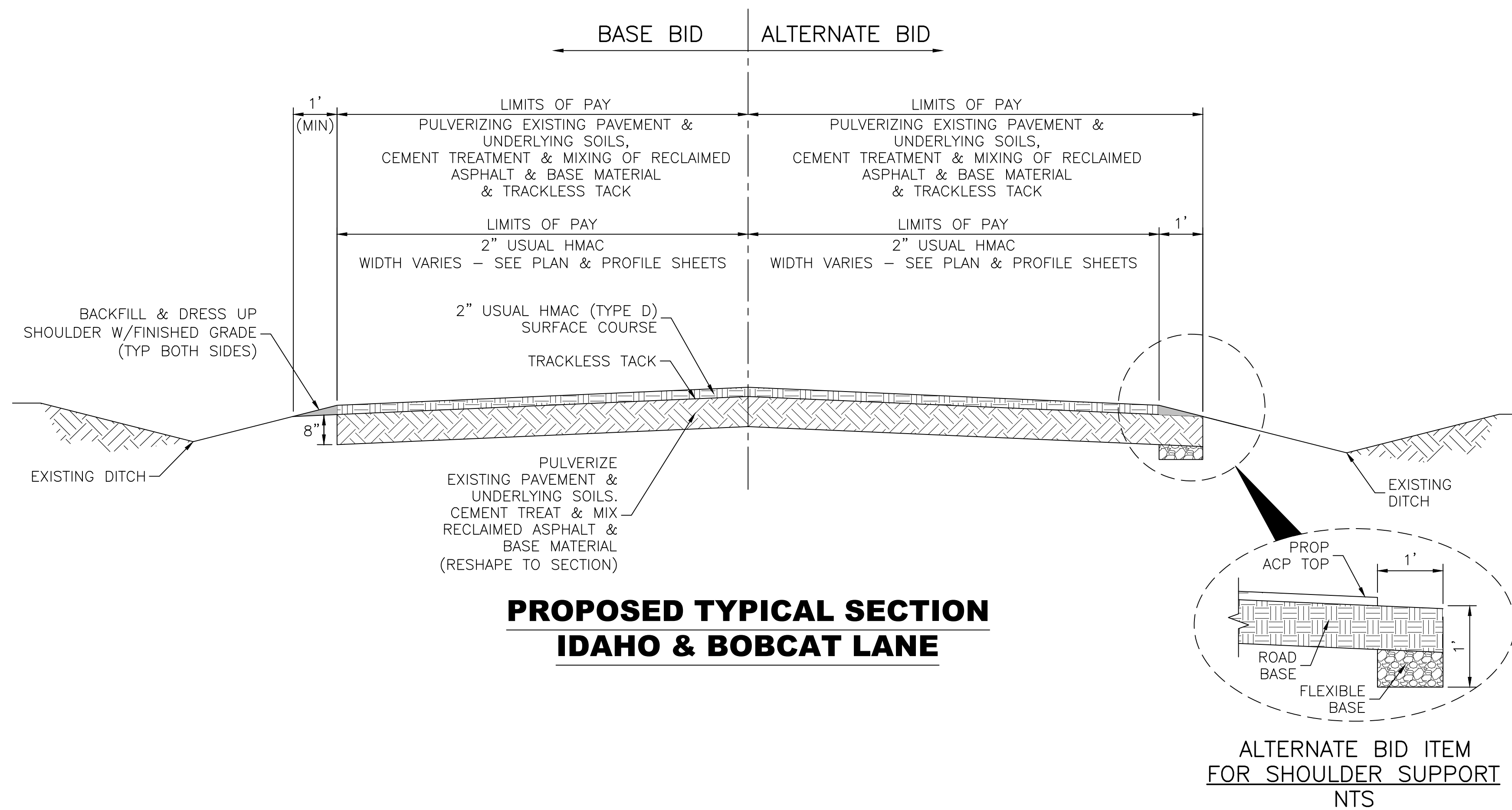
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**EXISTING TYPICAL SECTION
IDAHO & BOBCAT LANE**

**ALTERNATE BID ITEM
FOR SHOULDER SUPPORT
NTS**



**PROPOSED TYPICAL SECTION
IDAHO & BOBCAT LANE**

**ALTERNATE BID ITEM
FOR SHOULDER SUPPORT
NTS**


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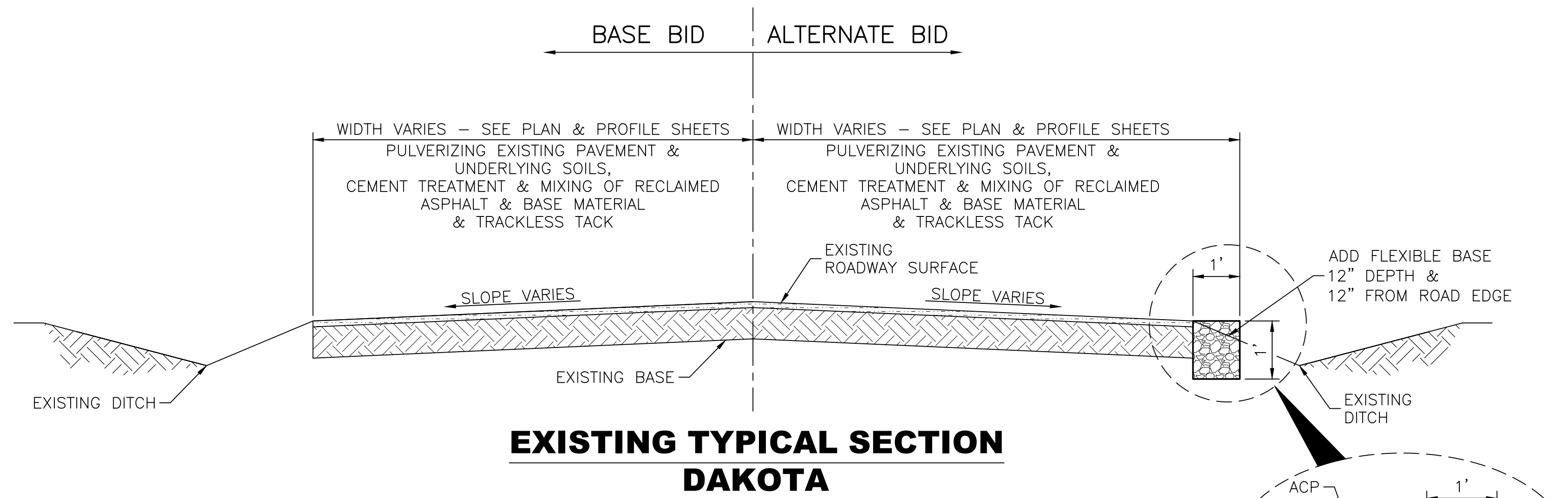
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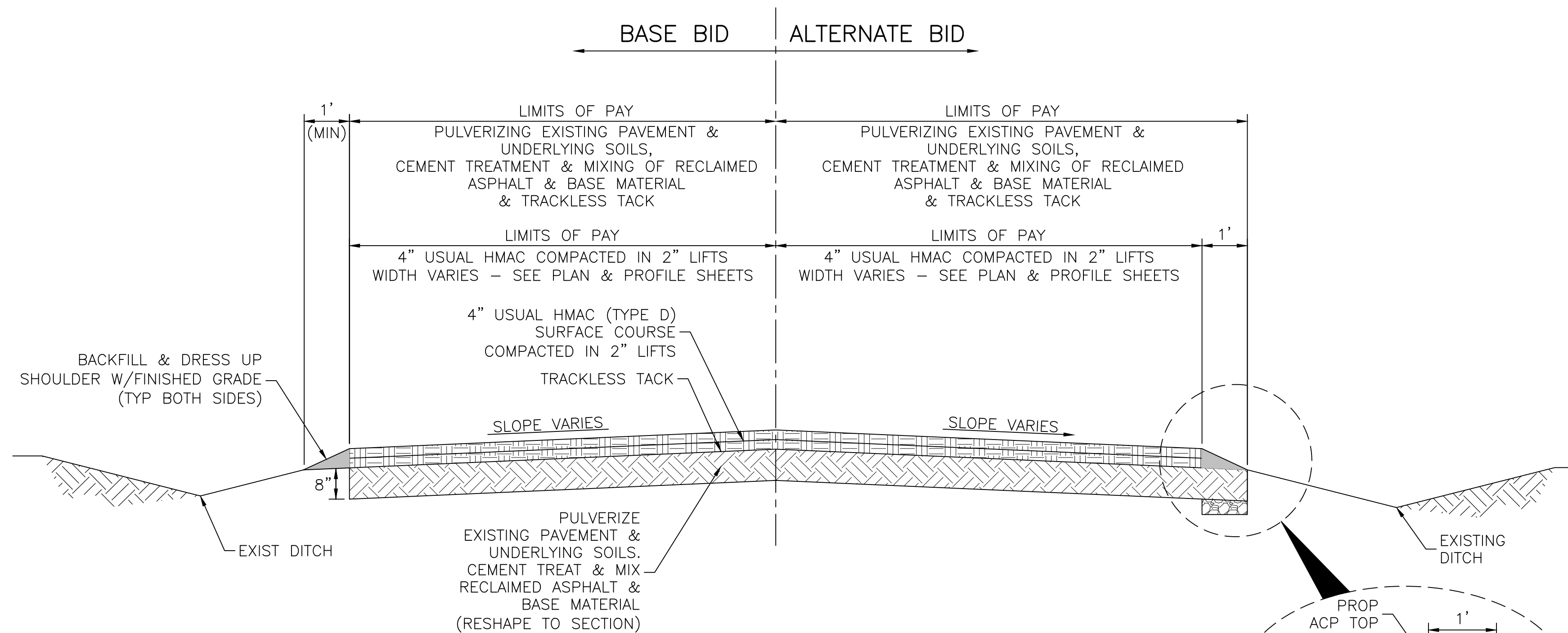
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APPROVED: C.D.P.	SHEET NO. 05A OF 28

7/24/2024 0: Projects LJA B000 - BXXX\B1246 - City of Daisetta\1004 - GLO CDBG-DR Road Rehabilitation\3 - Design Phase Services\A. CAD\05 TYPICAL SECTIONS.dwg



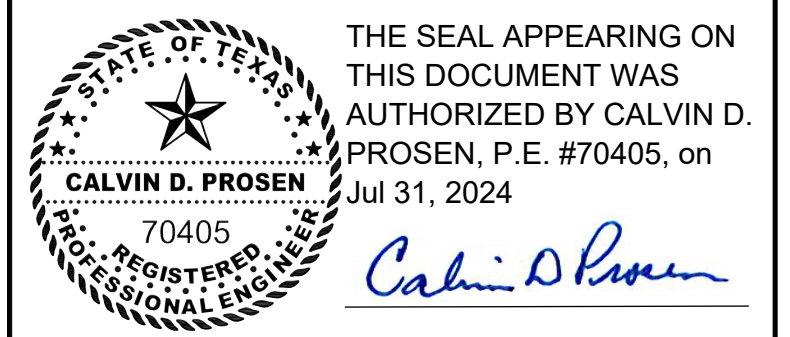
**EXISTING TYPICAL SECTION
DAKOTA**

**ALTERNATE BID ITEM
FOR SHOULDER SUPPORT
NTS**



**PROPOSED TYPICAL SECTION
DAKOTA**

**ALTERNATE BID ITEM
FOR SHOULDER SUPPORT
NTS**



Revision	By	Chk.	Appr.	Date



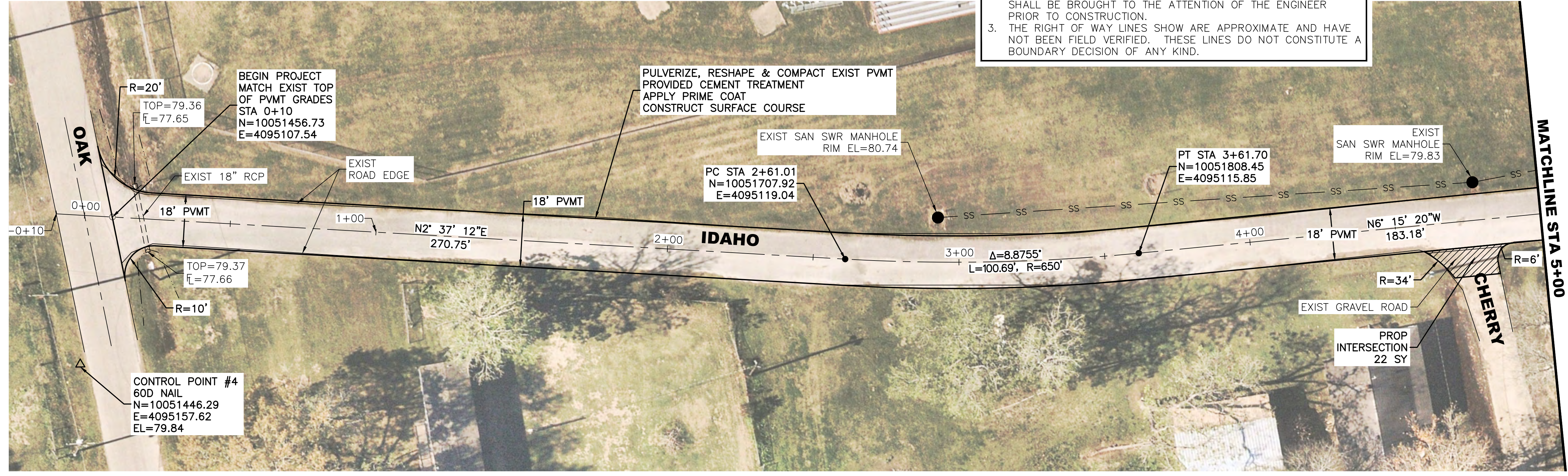
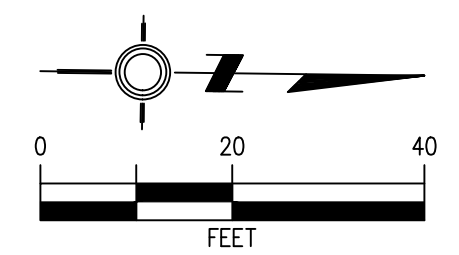
TYPICAL SECTIONS

LJA Engineering, Inc.
 2615 Calder Avenue, Suite 500 Phone 409.833.3363
 Beaumont, Texas 77702 Fax 409.833.0317
 FRN - F-1386

DESIGN: T.G.	JOB NO.: B1246-1004
DRAWN: B.D.S.	DATE: JULY 2024
CHECKED: T.G.	SCALE: N.T.S.
APPROVED: C.D.P.	SHEET NO. 058 OF 28

7/24/2024 LJA B000 - BXXX\B1246 - City of Daisetta\1004 - GLO CDBG-DR Road Rehabilitation\3 - Design Phase Services\A. CAD\09 - 22 PLAN AND PROFILE.dwg

NOTES:
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 3. THE RIGHT OF WAY LINES SHOWN ARE APPROXIMATE AND HAVE NOT BEEN FIELD VERIFIED. THESE LINES DO NOT CONSTITUTE A BOUNDARY DECISION OF ANY KIND.



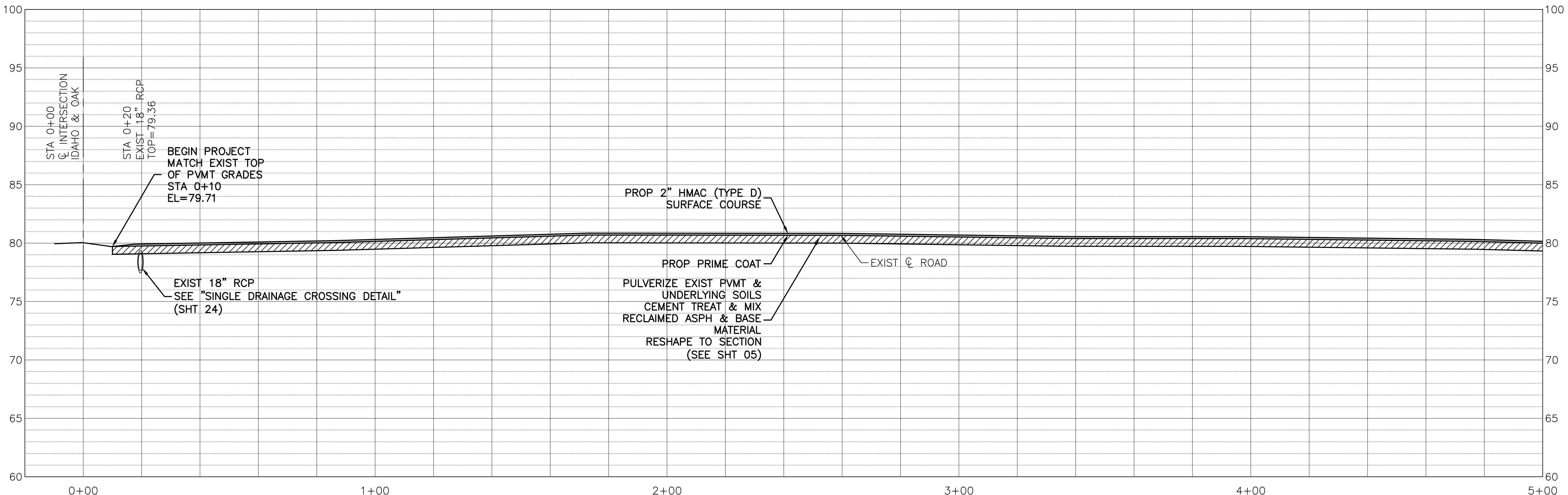
CAUTION
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WARNING
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LEGEND:

-----	EXISTING DITCH TOP
●	SAN SWR CLEANOUT
SS	SAN SWR LINE
⊞	WATER METER
⊞	WATER VALVE
⊞	GAS METER
⊞	TELEPHONE PEDESTAL
⊞	TELECOMMUNICATIONS BOX
⊞	PULL BOX
⊞	JUNCTION BOX
○	SIGN
— w —	WATER LINE



THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY CALVIN D. PROSEN, P.E. #70405, on Jul 31, 2024

Calvin D. Prosen

Revision	By	Chk.	Appr.	Date

CITY OF DAISSETTA, TEXAS
ROAD REHABILITATION PROJECT

IDAHO
STA 0+00 - STA 5+00

LJA Engineering, Inc.

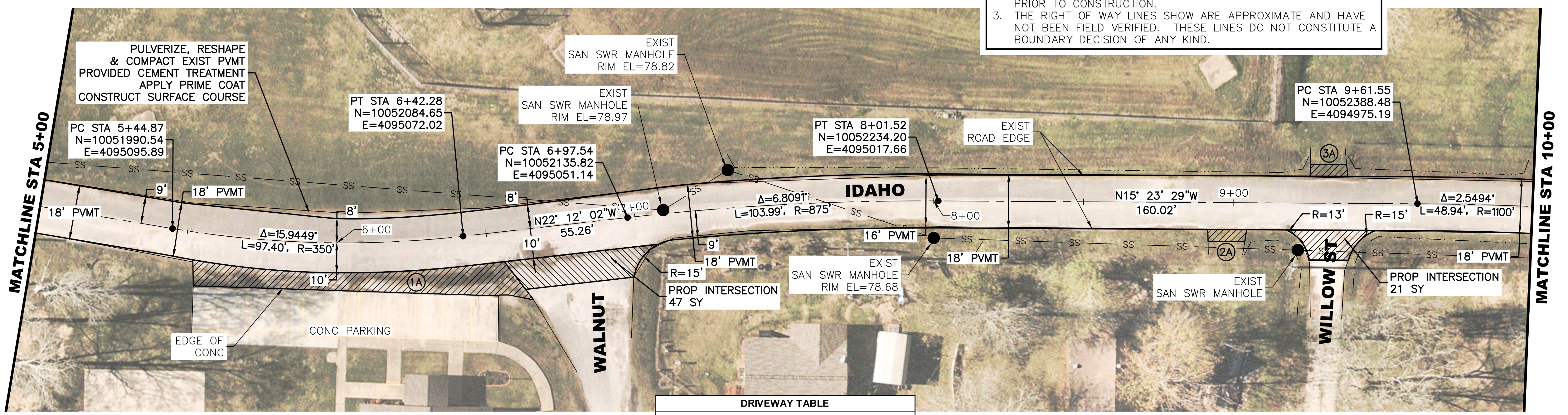
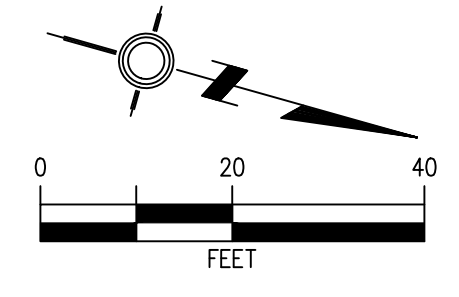
2615 Calder Avenue, Suite 500 Phone 409.833.3363
 Beaumont, Texas 77702 Fax 409.833.0317
 FRN - F-1386

DESIGN: T.G.	JOB NO.: B1246-1004
DRAWN: B.D.S.	DATE: JULY 2024
CHECKED: T.G.	SCALE: HOR.: 1"=20', VERT.: 1"=5'
APPROVED: C.D.P.	SHEET NO. 06 OF 28

7/24/2024 0: Projects LJA B000 - BXXX\B1246 - City of Daisetta\1004 - GLO CDBG-DR Road Rehabilitation\3 - Design Phase Services\A. CAD\09 - 22 PLAN AND PROFILE.dwg

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DRIVEWAY TABLE			
IDAHO			
DRIVEWAY NUMBER	HMAC (SY)	WIDTH AT ROADWAY (FT)	WIDTH AT TAPER (FT)
1A	90	103	114
2A	6	15	12
3A	6	15	12

CAUTION
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- LEGEND:**
- EXISTING DITCH TOP
 - CO SAN SWR CLEANOUT
 - SS SAN SWR LINE
 - W WATER METER
 - V WATER VALVE
 - G GAS METER
 - T TELEPHONE PEDESTAL
 - TB TELECOMMUNICATIONS BOX
 - PB PULL BOX
 - JB JUNCTION BOX
 - O SIGN
 - w WATER LINE

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Calvin D. Prosen

Revision	By	Chk.	Appr.	Date

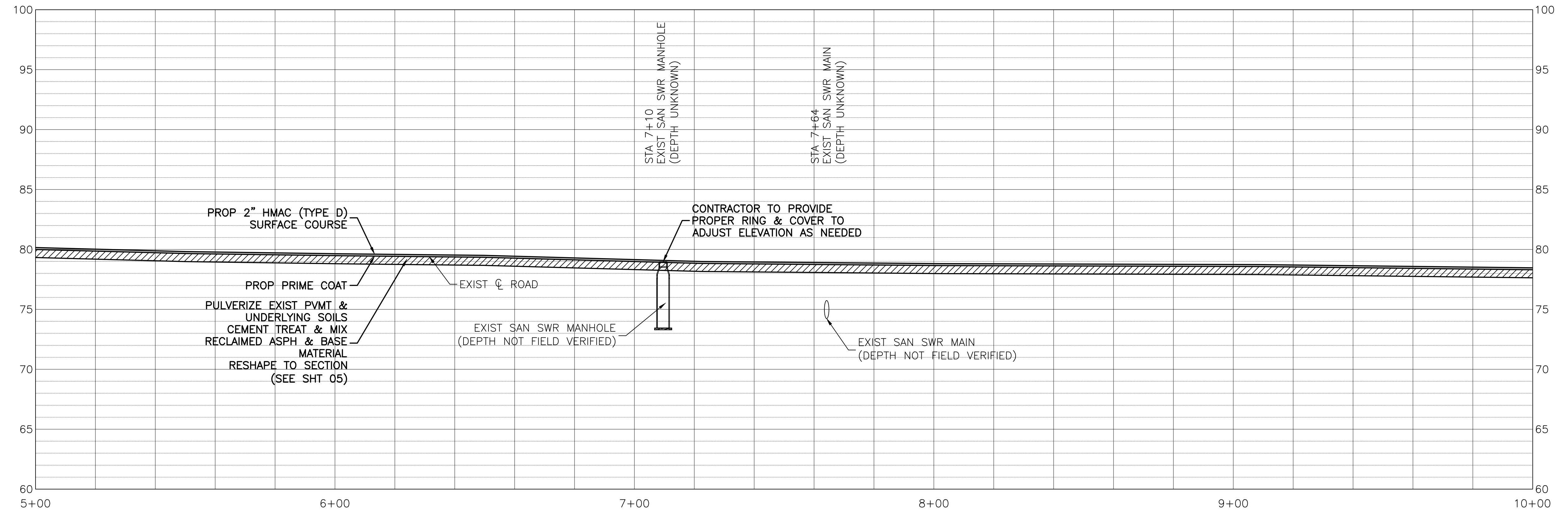
CITY OF DAISSETTA, TEXAS
ROAD REHABILITATION PROJECT

IDAHO
STA 5+00 - STA 10+00

LJA Engineering, Inc.

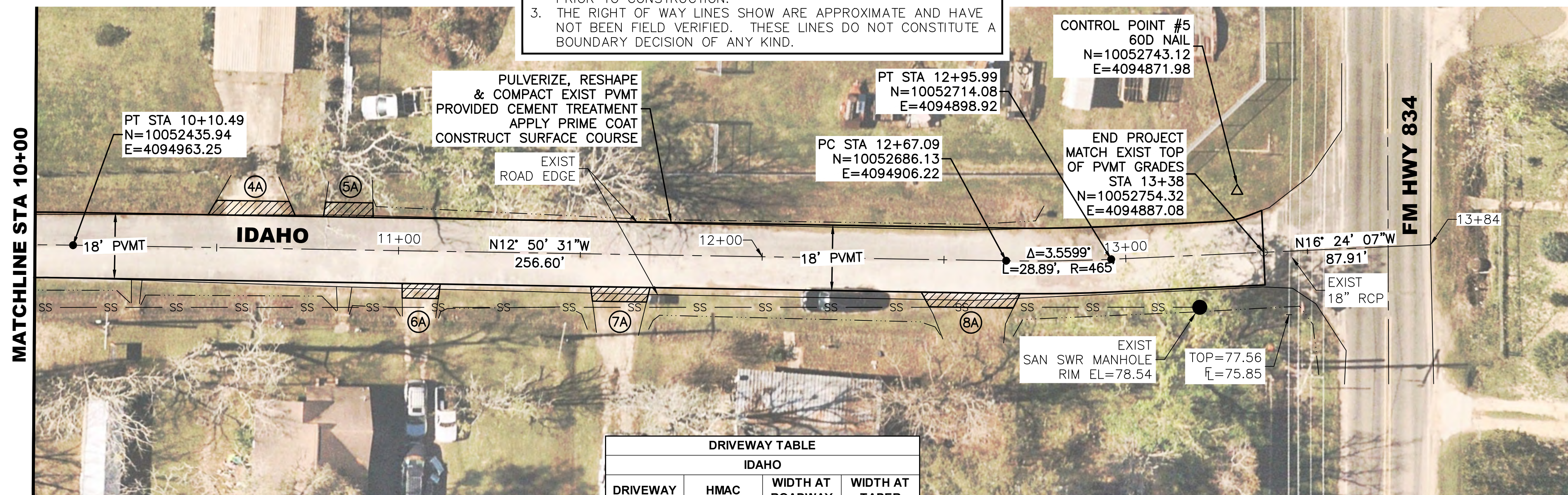
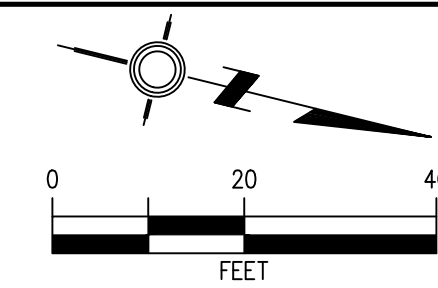
2615 Calder Avenue, Suite 500 Phone 409.833.3363
Beaumont, Texas 77702 Fax 409.833.0317
FRN - F-1386

DESIGN: T.G.	JOB NO.: B1246-1004
DRAWN: B.D.S.	DATE: JULY 2024
CHECKED: T.G.	SCALE: HOR.: 1"=20', VERT.: 1"=5'
APPROVED: C.D.P.	SHEET NO. 07 OF 28



NOTES:

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DRIVEWAY TABLE			
IDAHO			
DRIVEWAY NUMBER	HMAC (SY)	WIDTH AT ROADWAY (FT)	WIDTH AT TAPER (FT)
4A	10	25	21
5A	7	18	13
6A	5	14	10
7A	8	20	15
8A	12	30	24

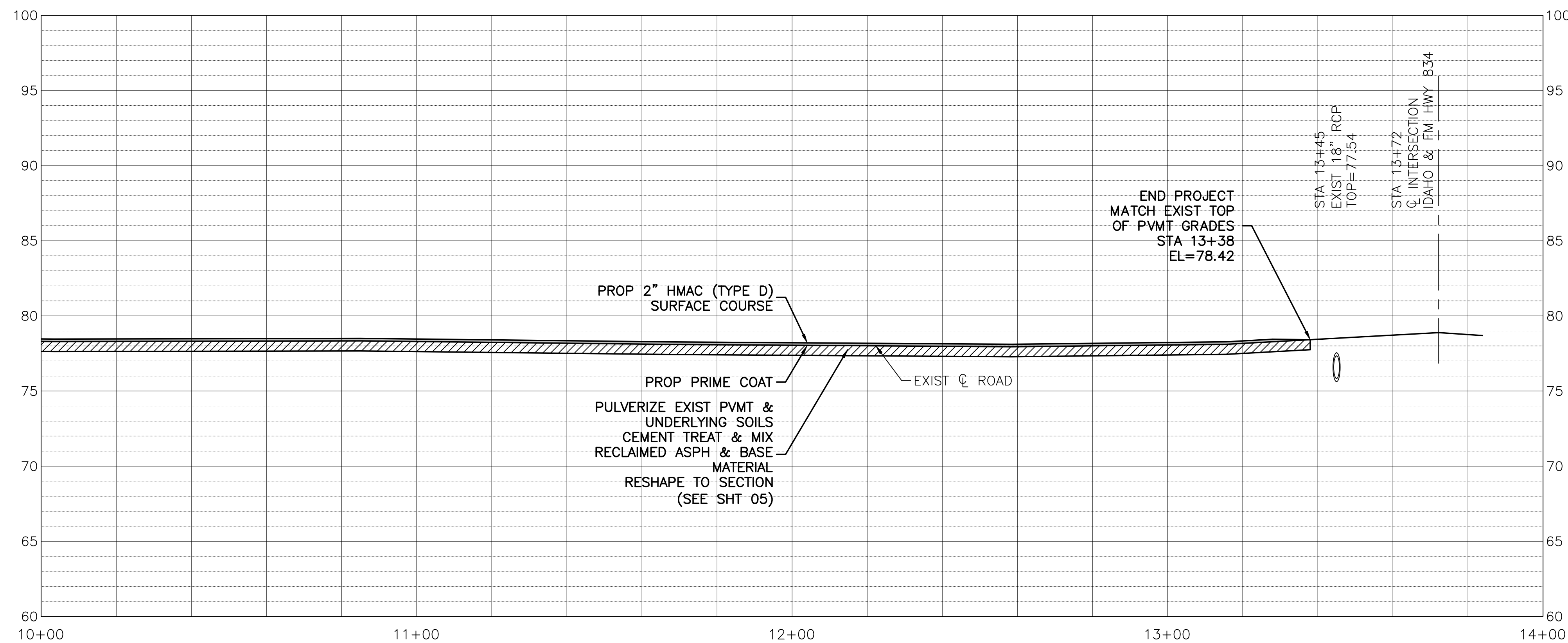
CAUTION
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LEGEND:

- EXISTING DITCH TOP
- CO SAN SWR CLEANOUT
- SS SAN SWR LINE
- W WATER METER
- ⊗ WATER VALVE
- ⊕ GAS METER
- TELEPHONE PEDESTAL
- ⊞ TELECOMMUNICATIONS BOX
- ⊞ PULL BOX
- ⊞ JUNCTION BOX
- SIGN
- w — WATER LINE



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Calvin D. Prosen

Revision	By	Chk.	Appr.	Date



IDAHO
STA 10+00 - STA 13+84

LJA Engineering, Inc.

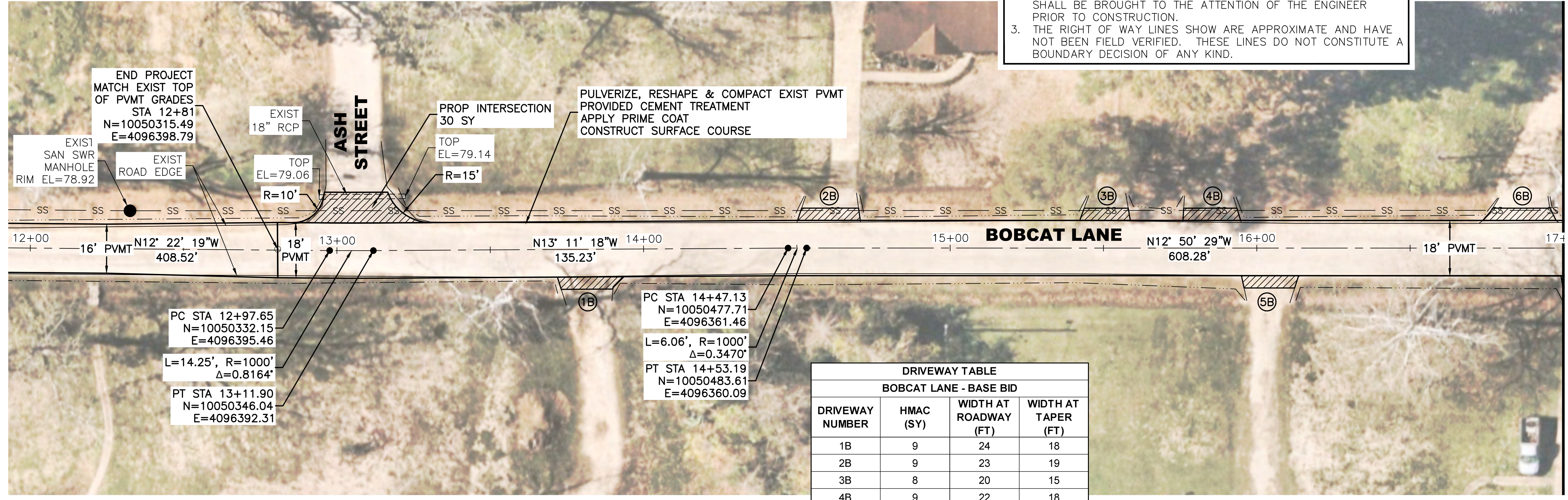
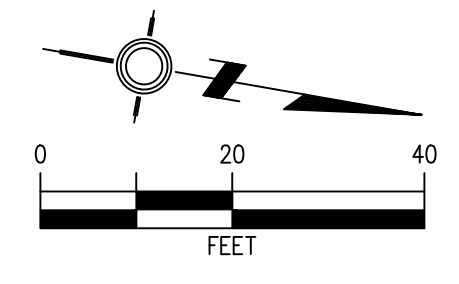
2615 Calder Avenue, Suite 500 Phone 409.833.3363
Beaumont, Texas 77702 Fax 409.833.0317
FRN - F-1386

DESIGN: T.G.	JOB NO.: B1246-1004
DRAWN: B.D.S.	DATE: JULY 2024
CHECKED: T.G.	SCALE: HOR.: 1"=20', VERT.: 1"=5'
APPROVED: C.D.P.	SHEET NO. 08 OF 28

7/24/2024 LJA B000 - BXXX\B1246 - City of Daisetta\1004 - GLO CDBG-DR Road Rehabilitation\3 - Design Phase Services\A. CAD\09 - 22 PLAN AND PROFILE.dwg

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PC STA 12+97.65
N=10050332.15
E=4096395.46
L=14.25', R=1000'
Δ=0.8164'
PT STA 13+11.90
N=10050346.04
E=4096392.31

PC STA 14+47.13
N=10050477.71
E=4096361.46
L=6.06', R=1000'
Δ=0.3470'
PT STA 14+53.19
N=10050483.61
E=4096360.09

DRIVEWAY TABLE			
BOBCAT LANE - BASE BID			
DRIVEWAY NUMBER	HMAC (SY)	WIDTH AT ROADWAY (FT)	WIDTH AT TAPER (FT)
1B	9	24	18
2B	9	23	19
3B	8	20	15
4B	9	22	18
5B	8	21	17
6B	10	27	20

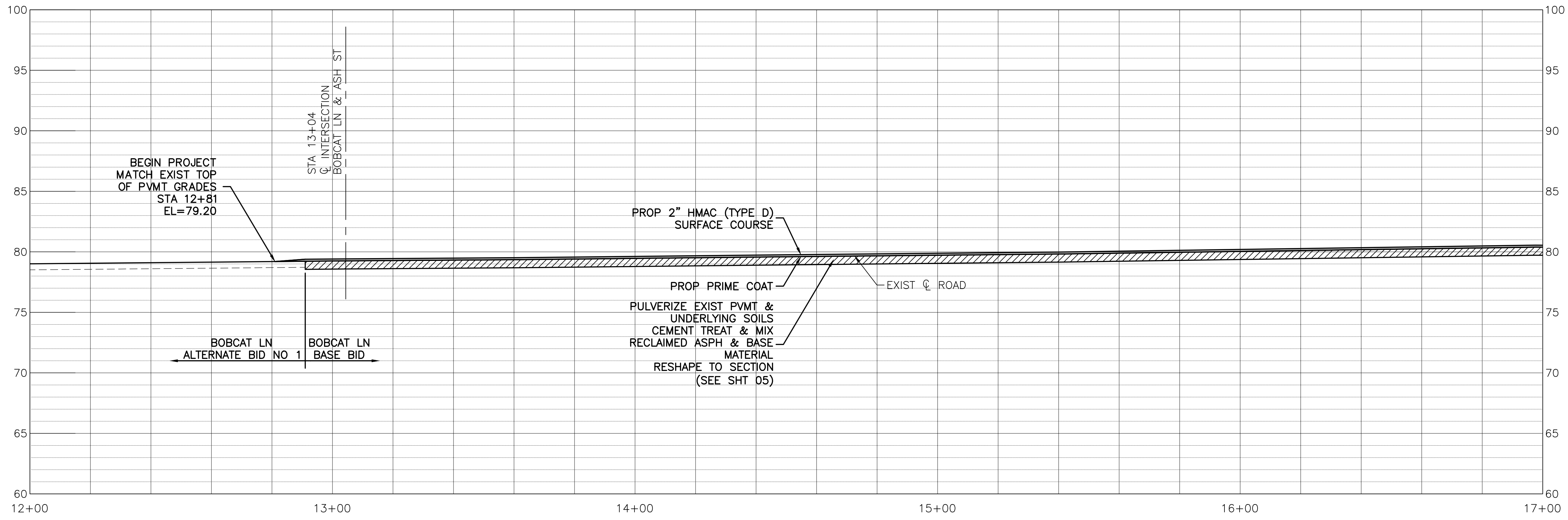
MATCHLINE STA 17+00

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- LEGEND:**
- EXISTING DITCH TOP
 - CO SAN SWR CLEANOUT
 - SS SAN SWR LINE
 - ☒ WATER METER
 - ⊗ WATER VALVE
 - ⊕ GAS METER
 - ☐ TELEPHONE PEDESTAL
 - ⊞ TELECOMMUNICATIONS BOX
 - ⊞ PULL BOX
 - ⊞ JUNCTION BOX
 - SIGN
 - w — WATER LINE



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Calvin D. Prosen

Revision	By	Chk.	Appr.	Date

CITY OF DAISSETTA, TEXAS
ROAD REHABILITATION PROJECT

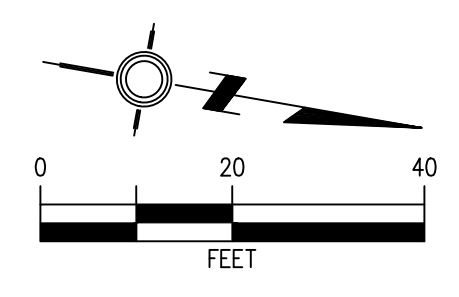
BOBCAT LANE
BASE BID
STA 12+00 - STA 17+00

LJA Engineering, Inc.
2615 Calder Avenue, Suite 500 Phone 409.833.3363
Beaumont, Texas 77702 Fax 409.833.0317
FRN - F-1386

DESIGN: T.G.	JOB NO.: B1246-1004
DRAWN: B.D.S.	DATE: JULY 2024
CHECKED: T.G.	SCALE: HOR.: 1"=20', VERT.: 1"=5'
APPROVED: C.D.P.	SHEET NO. 09 OF 28

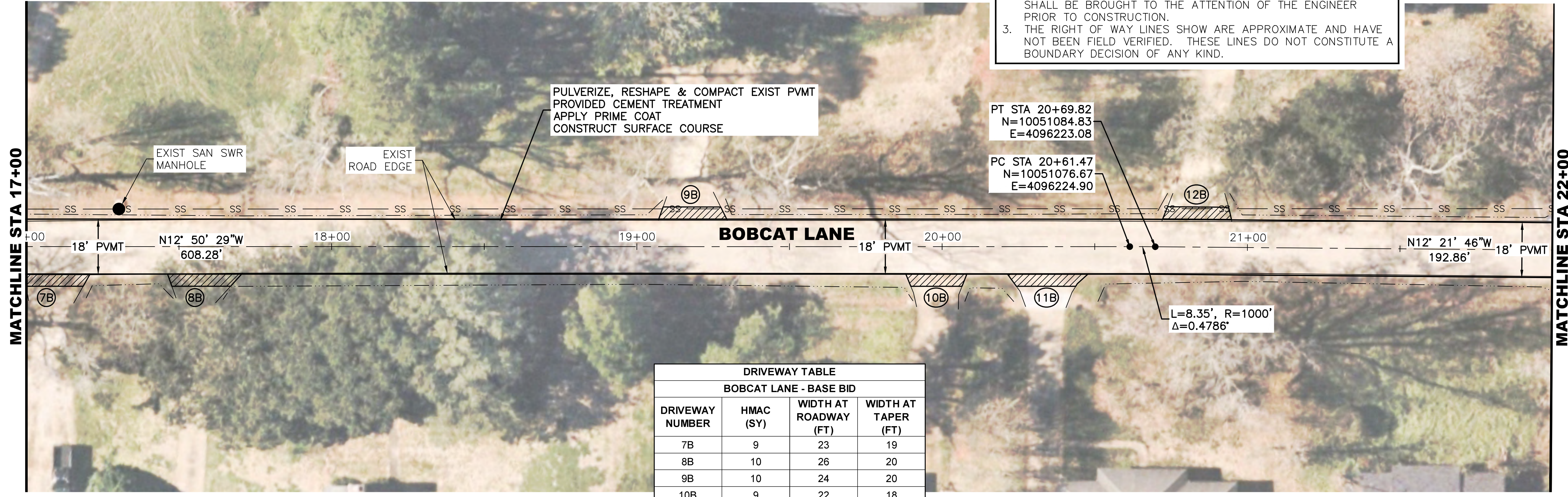
7/24/2024 0: Projects LJA B000 - BXXX\B1246 - City of Daisetta\1004 - GLO CDBG-DR Road Rehabilitation\3 - Design Phase Services\A. CAD\09 - 22 PLAN AND PROFILE.dwg

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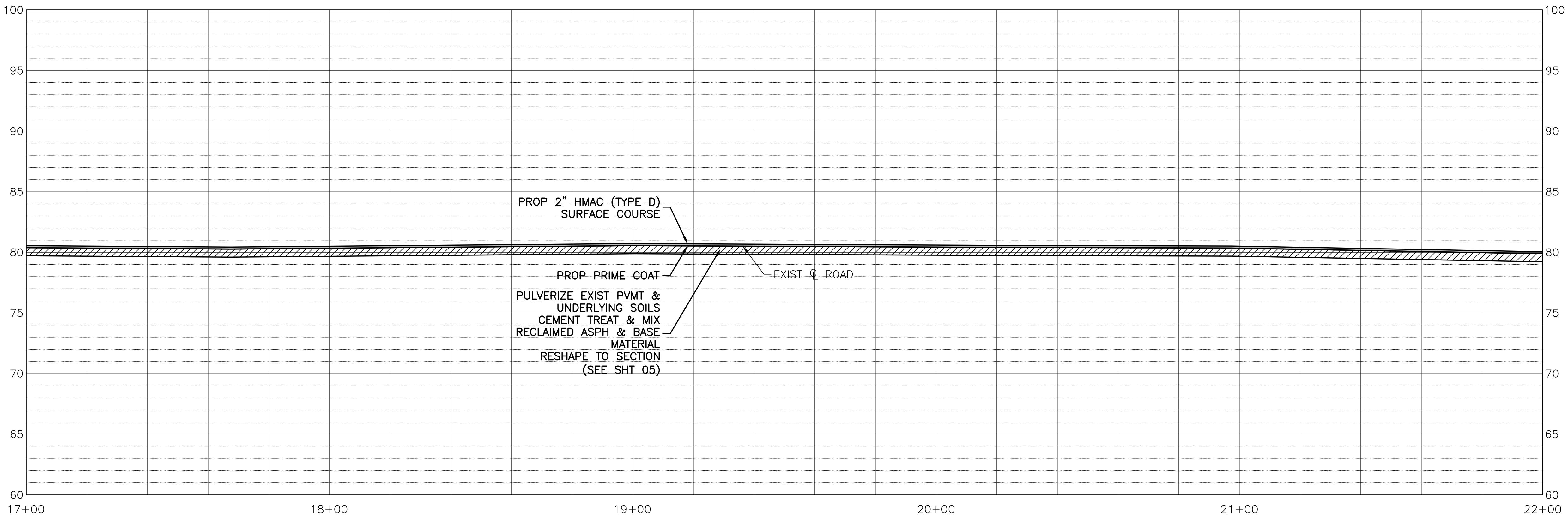
PULVERIZE, RESHAPE & COMPACT EXIST PVMT
 PROVIDED CEMENT TREATMENT
 APPLY PRIME COAT
 CONSTRUCT SURFACE COURSE

PT STA 20+69.82
 N=10051084.83
 E=4096223.08

PC STA 20+61.47
 N=10051076.67
 E=4096224.90

DRIVEWAY TABLE			
BOBCAT LANE - BASE BID			
DRIVEWAY NUMBER	HMAC (SY)	WIDTH AT ROADWAY (FT)	WIDTH AT TAPER (FT)
7B	9	23	19
8B	10	26	20
9B	10	24	20
10B	9	22	18
11B	11	28	21
12B	10	25	21

- LEGEND:**
- EXISTING DITCH TOP
 - CO SAN SWR CLEANOUT
 - SS SAN SWR LINE
 - W WATER METER
 - ⊗ WATER VALVE
 - ⊕ GAS METER
 - TELEPHONE PEDESTAL
 - ⊞ TELECOMMUNICATIONS BOX
 - ⊞ PULL BOX
 - ⊞ JUNCTION BOX
 - SIGN
 - w — WATER LINE



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Calvin D. Prosen

Revision	By	Chk.	Appr.	Date

CITY OF DAISSETTA, TEXAS
ROAD REHABILITATION PROJECT
BOBCAT LANE
BASE BID
STA 17+00 - STA 22+00

LJA Engineering, Inc.

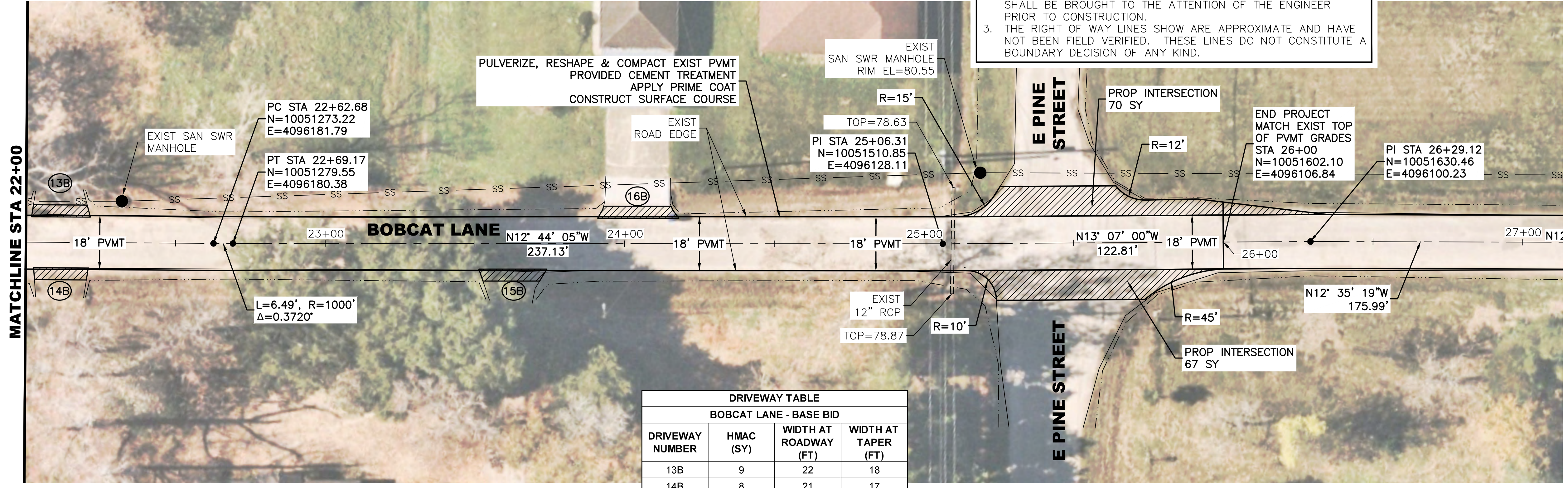
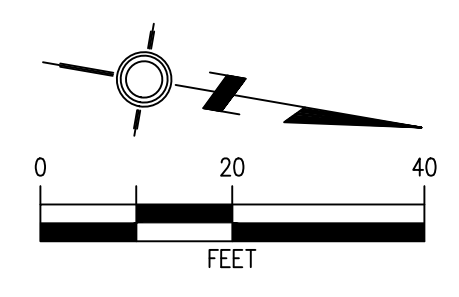
2615 Calder Avenue, Suite 500 Phone 409.833.3363
 Beaumont, Texas 77702 Fax 409.833.0317
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DESIGN: T.G.	JOB NO.: B1246-1004
DRAWN: B.D.S.	DATE: JULY 2024
CHECKED: T.G.	SCALE: HOR.: 1"=20', VERT.: 1"=5'
APPROVED: C.D.P.	SHEET NO. 10 OF 28

7/24/2024 C:\Projects\B1246 - BXXX\B1246 - City of Daisetta\1004 - GLO CDBG-DR Road Rehabilitation\3 - Design Phase Services\A. CAD\09 - 22 PLAN AND PROFILE.dwg

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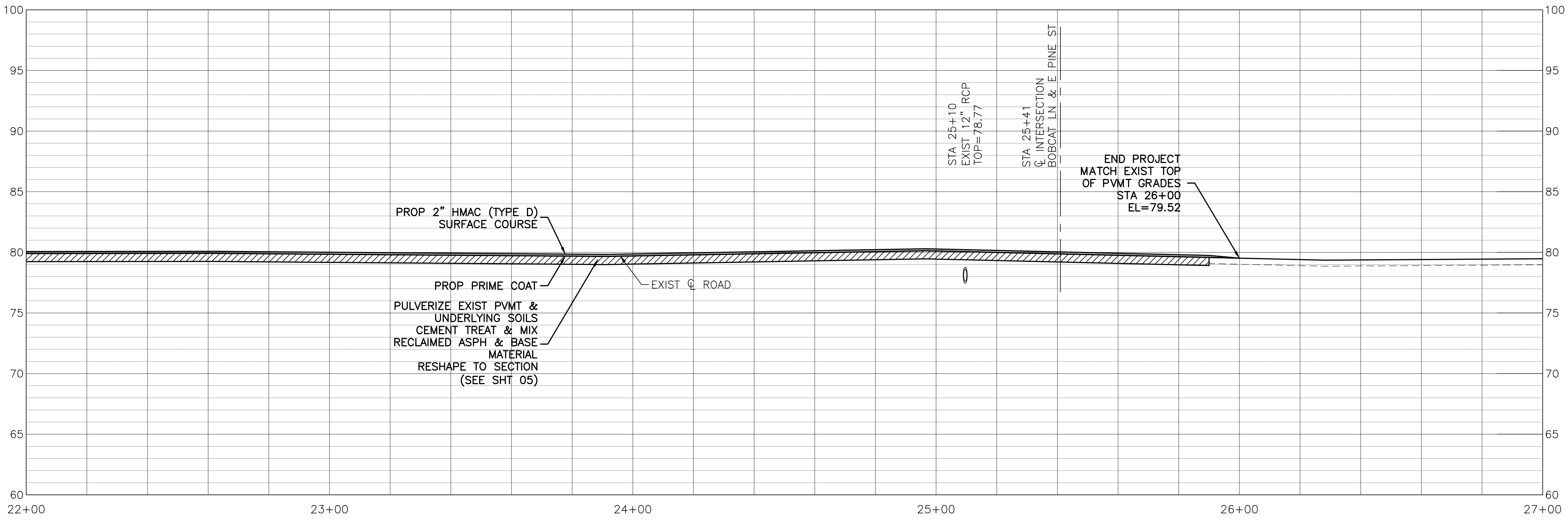
DRIVEWAY TABLE			
BOBCAT LANE - BASE BID			
DRIVEWAY NUMBER	HMAC (SY)	WIDTH AT ROADWAY (FT)	WIDTH AT TAPER (FT)
13B	9	22	18
14B	8	21	17
15B	9	23	19
16B	11	28	23

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 - SAN SWR CLEANOUT
 - SAN SWR LINE
 - WATER METER
 - WATER VALVE
 - GAS METER
 - TELEPHONE PEDESTAL
 - TELECOMMUNICATIONS BOX
 - PULL BOX
 - JUNCTION BOX
 - SIGN
 - WATER LINE



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Calvin D. Prosen

Revision	By	Chk.	Appr.	Date

CITY OF DAISSETTA, TEXAS
ROAD REHABILITATION PROJECT

BOBCAT LANE
BASE BID
STA 22+00 - STA 27+00

LJA Engineering, Inc.

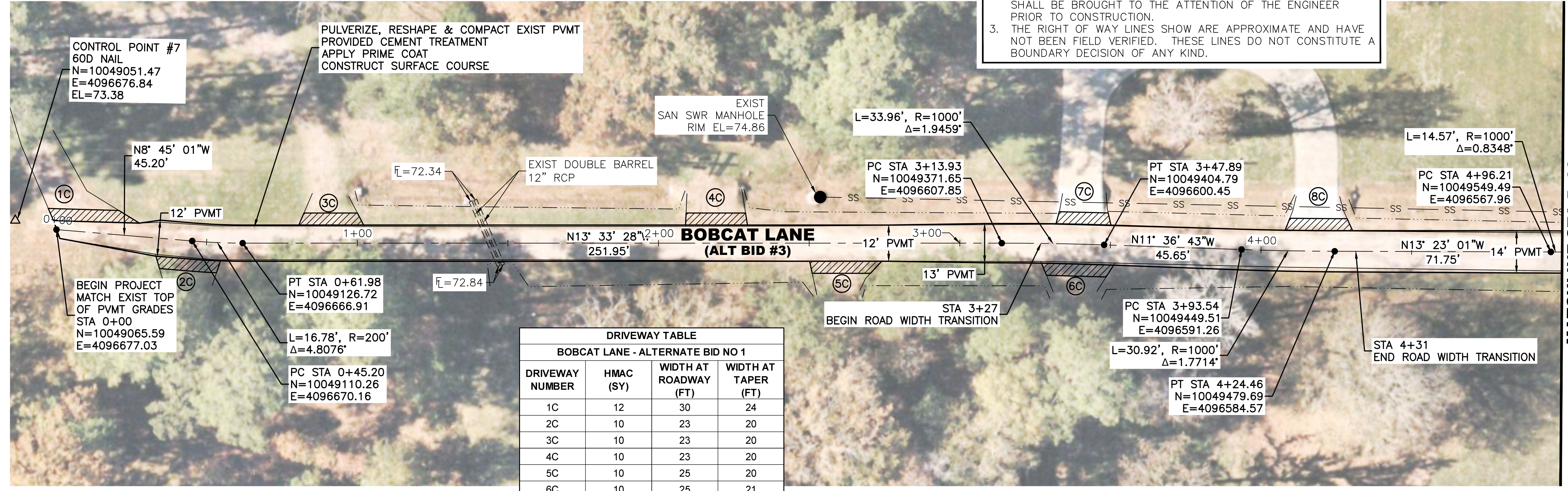
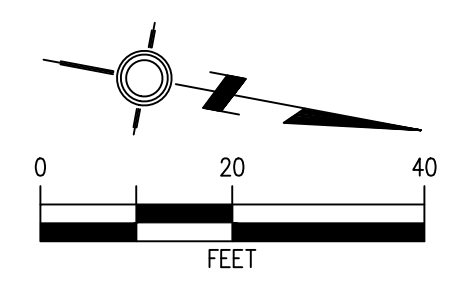
2615 Calder Avenue, Suite 500 Phone 409.833.3363
Beaumont, Texas 77702 Fax 409.833.0317
FRN - F-1386

DESIGN: T.G.	JOB NO.: B1246-1004
DRAWN: B.D.S.	DATE: JULY 2024
CHECKED: T.G.	SCALE: HOR.: 1"=20', VERT.: 1"=5'
APPROVED: C.D.P.	SHEET NO. 11 OF 28

7/24/2024 0: Projects LJA B000 - BXXX\B1246 - City of Daisetta\1004 - GLO CDBG-DR Road Rehabilitation\3 - Design Phase Services\A. CAD\09 - 22 PLAN AND PROFILE.dwg

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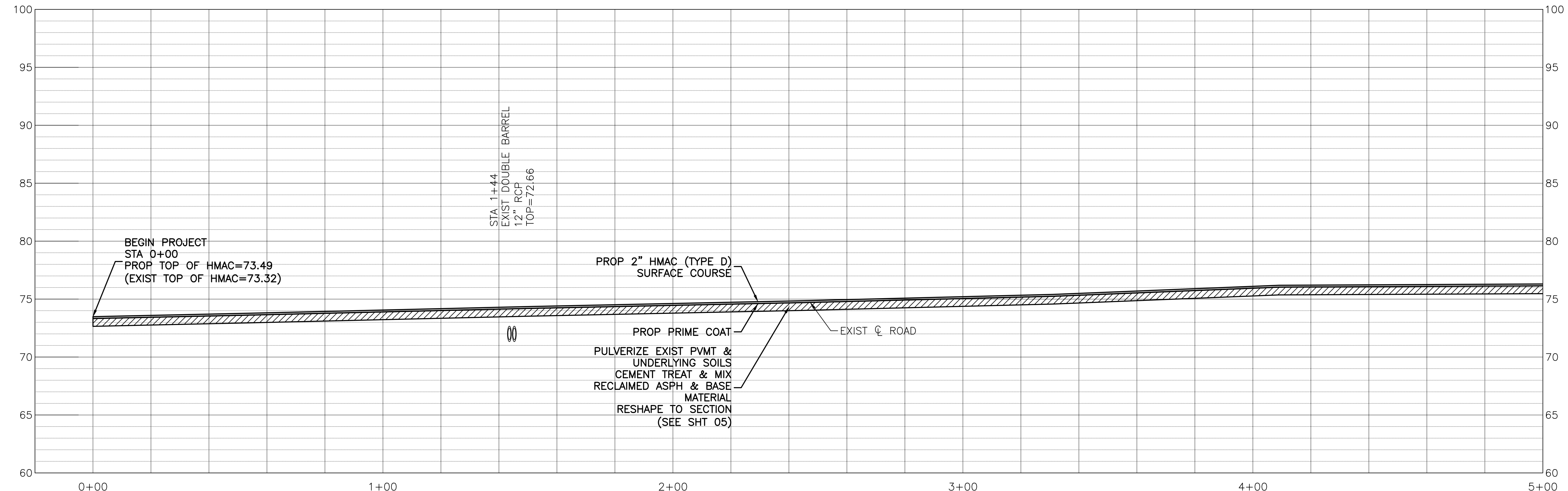
DRIVEWAY TABLE			
BOBCAT LANE - ALTERNATE BID NO 1			
DRIVEWAY NUMBER	HMAC (SY)	WIDTH AT ROADWAY (FT)	WIDTH AT TAPER (FT)
1C	12	30	24
2C	10	23	20
3C	10	23	20
4C	10	23	20
5C	10	25	20
6C	10	25	21
7C	8	20	16
8C	9	23	19

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- LEGEND:**
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 - SS SAN SWR LINE
 - W WATER METER
 - ⊗ WATER VALVE
 - ⊠ GAS METER
 - TELEPHONE PEDESTAL
 - ⊞ TELECOMMUNICATIONS BOX
 - ⊞ PULL BOX
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 - SIGN
 - W WATER LINE



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Calvin D. Prosen

Revision	By	Chk.	Appr.	Date

CITY OF DAISSETTA, TEXAS
ROAD REHABILITATION PROJECT
BOBCAT LANE
ALTERNATE BID NO 3
STA 0+00 - STA 5+00

LJA Engineering, Inc.

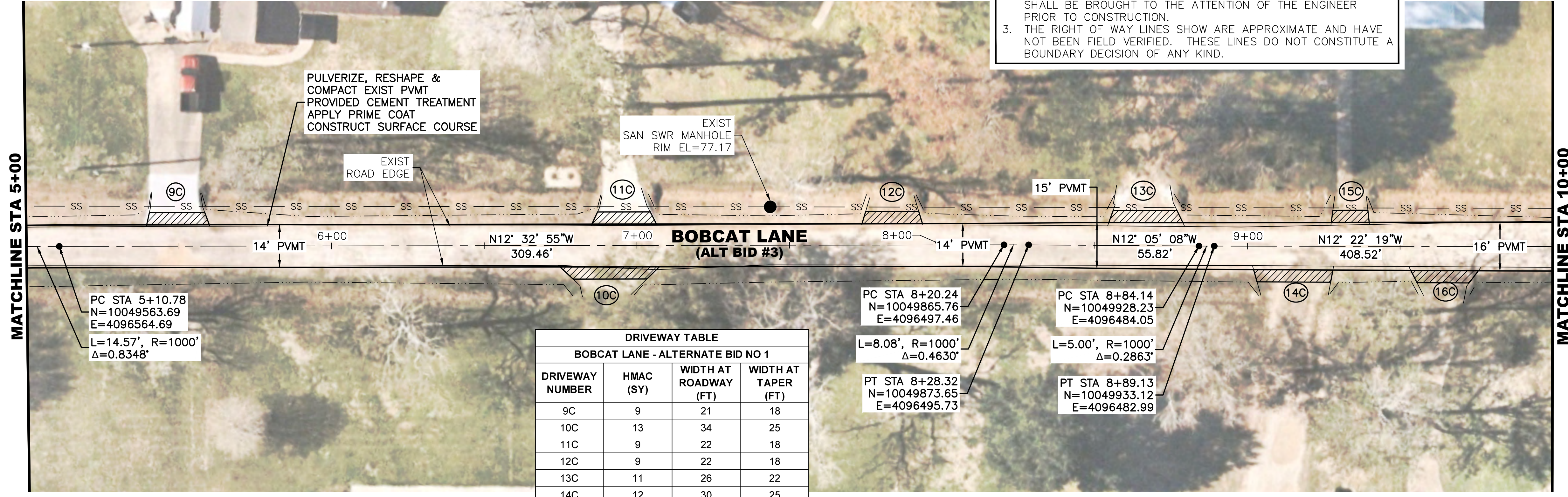
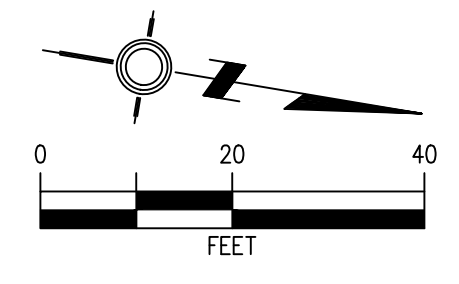
2615 Calder Avenue, Suite 500 Phone 409.833.3363
 Beaumont, Texas 77702 Fax 409.833.0317
 FRN - F-1386

DESIGN: T.G.	JOB NO.: B1246-1004
DRAWN: B.D.S.	DATE: JULY 2024
CHECKED: T.G.	SCALE: HOR.: 1"=20', VERT.: 1"=5'
APPROVED: C.D.P.	SHEET NO. 12 OF 28

7/24/2024 0: Projects LJA B000 - BXXX\B1246 - City of Daisetta\1004 - GLO CDBG-DR Road Rehabilitation\3 - Design Phase Services\A. CAD\09 - 22 PLAN AND PROFILE.dwg

NOTES:

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PC STA 5+10.78
N=10049563.69
E=4096564.69
L=14.57', R=1000'
Δ=0.8348°

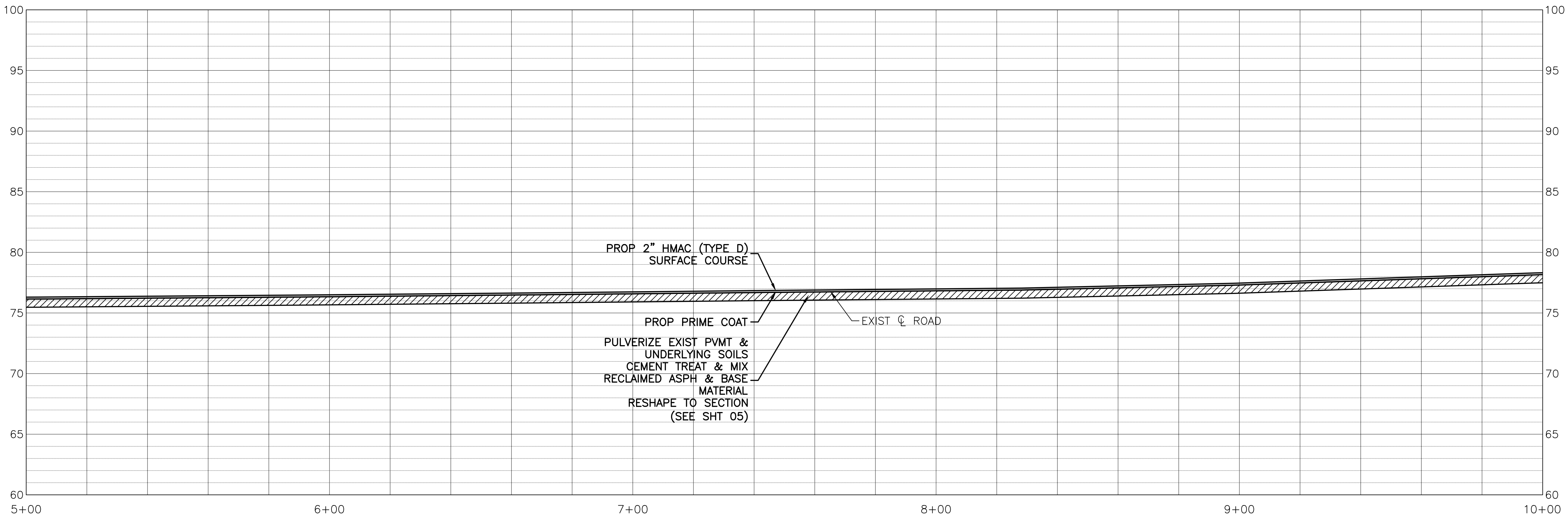
DRIVEWAY TABLE			
BOBCAT LANE - ALTERNATE BID NO 1			
DRIVEWAY NUMBER	HMAC (SY)	WIDTH AT ROADWAY (FT)	WIDTH AT TAPER (FT)
9C	9	21	18
10C	13	34	25
11C	9	22	18
12C	9	22	18
13C	11	26	22
14C	12	30	25
15C	6	16	12
16C	10	24	19

PC STA 8+20.24
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E=4096497.46
L=8.08', R=1000'
Δ=0.4630°

PC STA 8+84.14
N=10049928.23
E=4096484.05
L=5.00', R=1000'
Δ=0.2863°

PT STA 8+28.32
N=10049873.65
E=4096495.73

PT STA 8+89.13
N=10049933.12
E=4096482.99



CAUTION
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- LEGEND:**
- EXISTING DITCH TOP
 - CO SAN SWR CLEANOUT
 - SS — SAN SWR LINE
 - ⊞ WATER METER
 - ⊞ WATER VALVE
 - ⊞ GAS METER
 - ⊞ TELEPHONE PEDESTAL
 - ⊞ TELECOMMUNICATIONS BOX
 - ⊞ PULL BOX
 - ⊞ JUNCTION BOX
 - SIGN
 - w — WATER LINE

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY CALVIN D. PROSEN, P.E. #70405, on Jul 31, 2024

Calvin D. Prosen

Revision	By	Chk.	Appr.	Date

CITY OF DAISSETTA, TEXAS
ROAD REHABILITATION PROJECT
BOBCAT LANE
ALTERNATE BID NO 3
STA 5+00 - STA 10+00

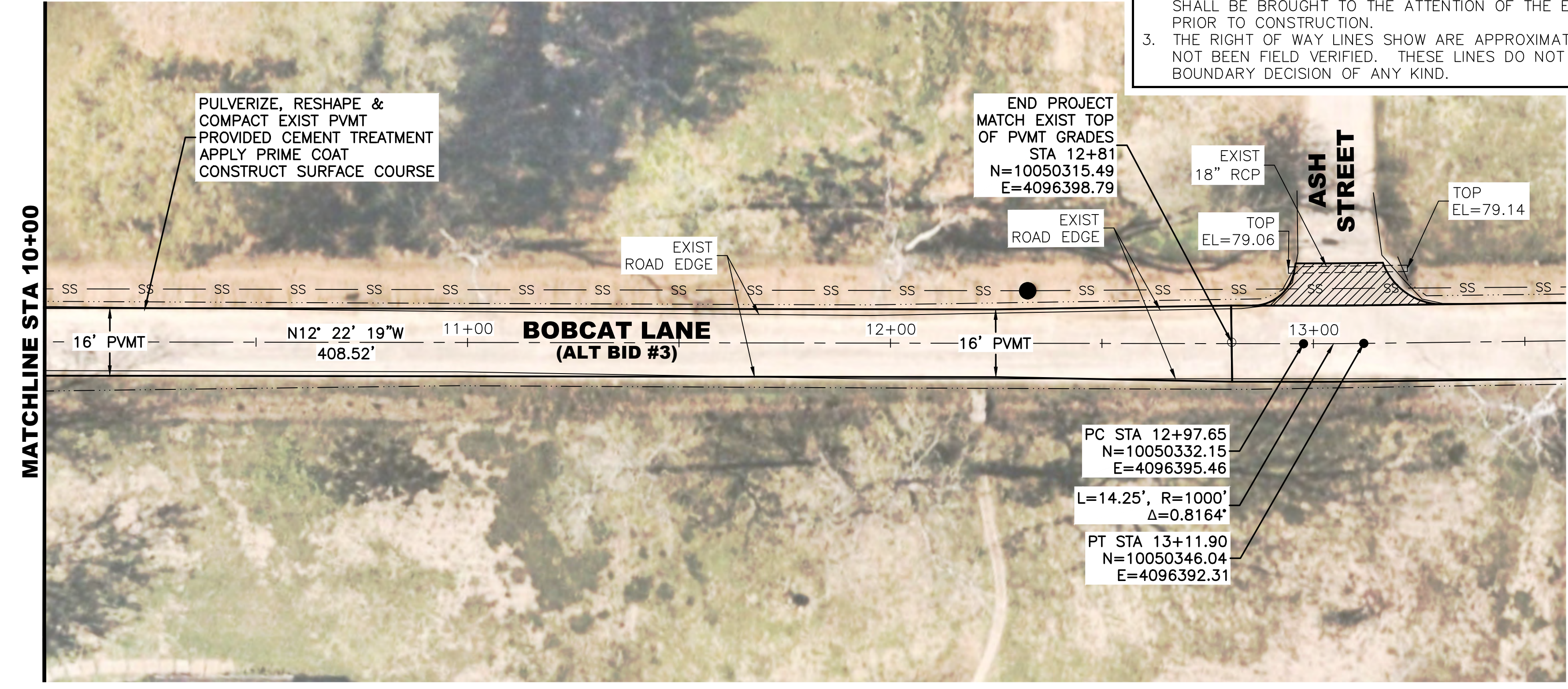
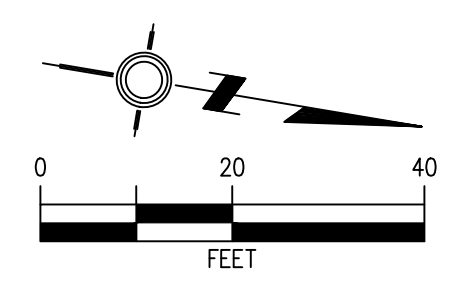
LJA Engineering, Inc.

2615 Calder Avenue, Suite 500 Phone 409.833.3363
Beaumont, Texas 77702 Fax 409.833.0317
FRN - F-1386

DESIGN: T.G.	JOB NO.: B1246-1004
DRAWN: B.D.S.	DATE: JULY 2024
CHECKED: T.G.	SCALE: HOR.: 1"=20', VERT.: 1"=5'
APPROVED: C.D.P.	SHEET NO. 13 OF 28

7/24/2024 0: Projects LJA B000 - BXXX\B1246 - City of Daisetta\1004 - GLO CDBG-DR Road Rehabilitation\3 - Design Phase Services\A. CAD\09 - 22 PLAN AND PROFILE.dwg

- NOTES:**
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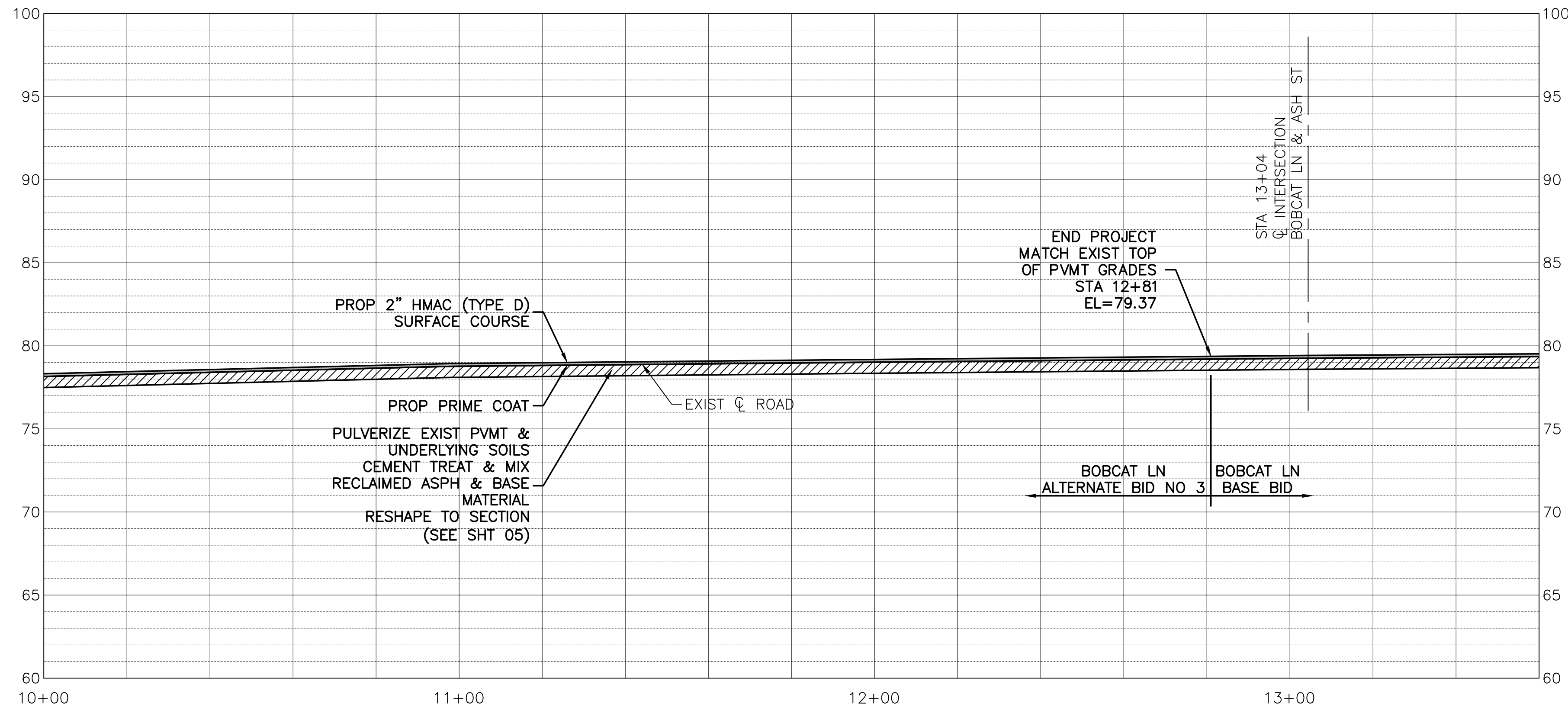
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LEGEND:

-----	EXISTING DITCH TOP
●	SAN SWR CLEANOUT
SS	SAN SWR LINE
⊞	WATER METER
⊞	WATER VALVE
⊞	GAS METER
⊞	TELEPHONE PEDESTAL
⊞	TELECOMMUNICATIONS BOX
⊞	PULL BOX
⊞	JUNCTION BOX
○	SIGN
— w —	WATER LINE



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Calvin D. Prosen

Revision	By	Chk.	Appr.	Date

CITY OF DAISSETTA, TEXAS
ROAD REHABILITATION PROJECT
BOBCAT LANE
ALTERNATE BID NO 3
STA 10+00 - STA 14+50

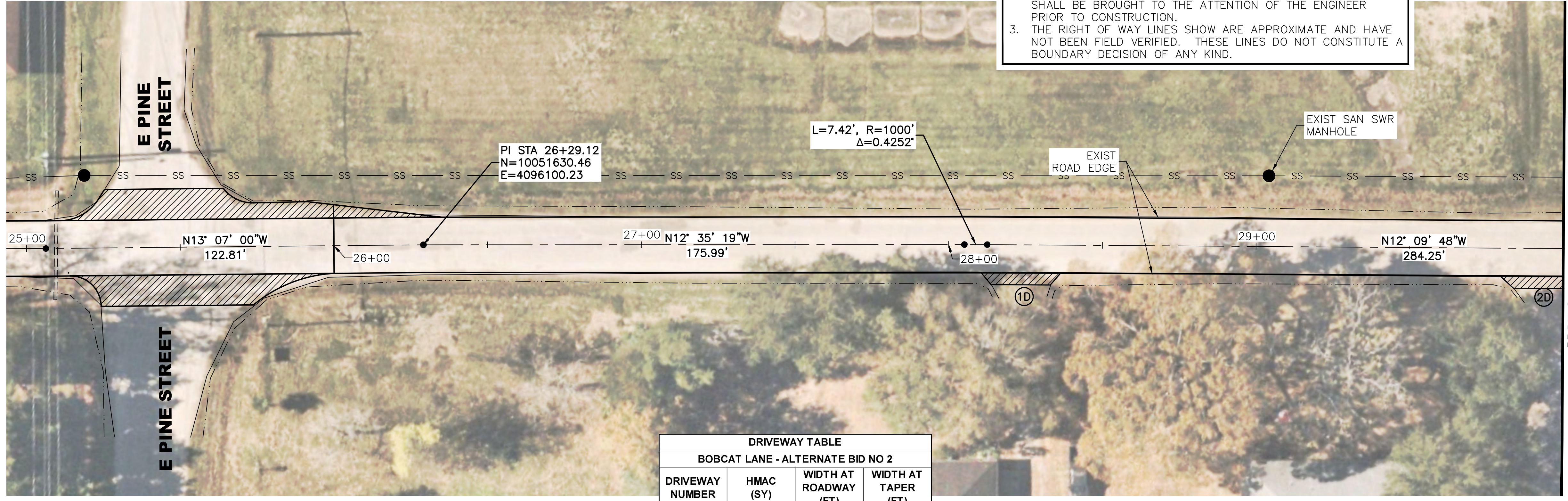
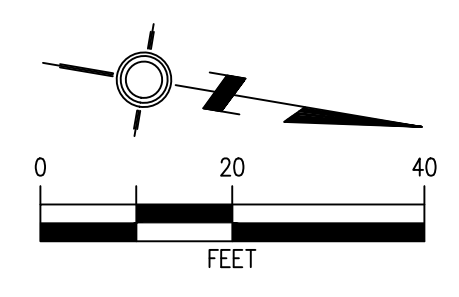
LJA Engineering, Inc.

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DESIGN: T.G.	JOB NO.: B1246-1004
DRAWN: B.D.S.	DATE: JULY 2024
CHECKED: T.G.	SCALE: HOR.: 1"=20', VERT.: 1"=5'
APPROVED: C.D.P.	SHEET NO. 14 OF 28

7/24/2024 LJA B000 - BXXX\B1246 - City of Daisetta\1004 - GLO CDBG-DR Road Rehabilitation\3 - Design Phase Services\A. CAD\09 - 22 PLAN AND PROFILE.dwg

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DRIVEWAY TABLE			
BOBCAT LANE - ALTERNATE BID NO 2			
DRIVEWAY NUMBER	HMAC (SY)	WIDTH AT ROADWAY (FT)	WIDTH AT TAPER (FT)
1D	11	28	21
2D	14	34	27

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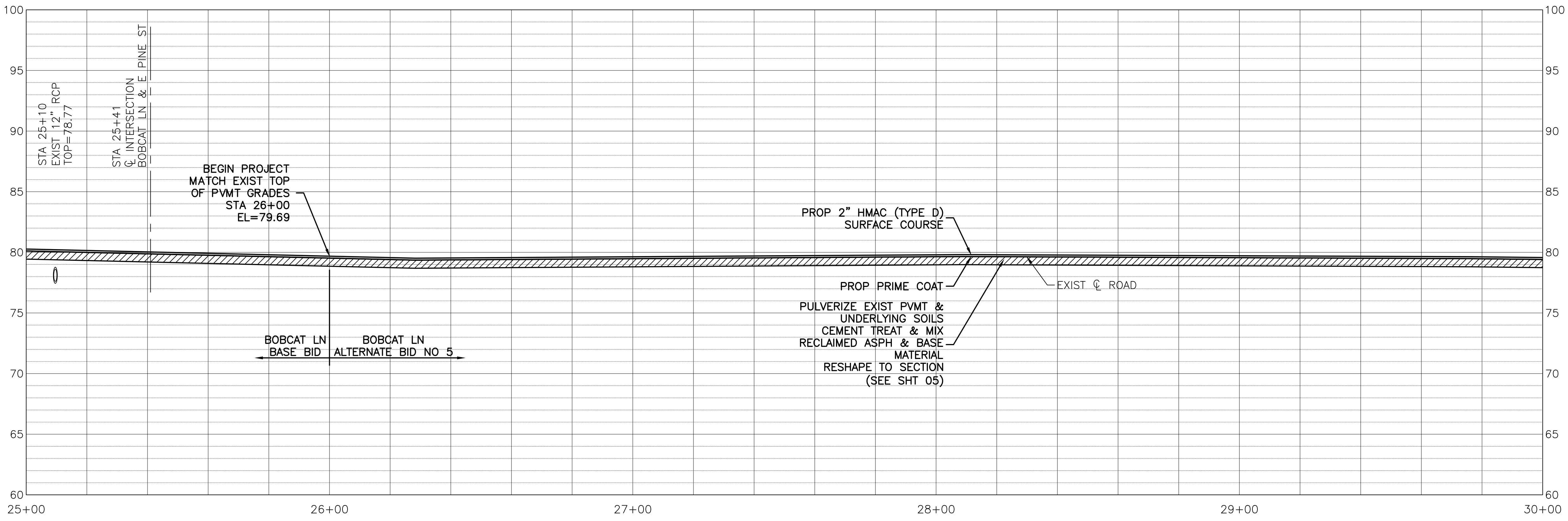
LEGEND:

-----	EXISTING DITCH TOP
● CO	SAN SWR CLEANOUT
SS	SAN SWR LINE
⊞	WATER METER
⊞	WATER VALVE
⊞	GAS METER
⊞	TELEPHONE PEDESTAL
⊞	TELECOMMUNICATIONS BOX
⊞	PULL BOX
⊞	JUNCTION BOX
○	SIGN
— w —	WATER LINE

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Calvin D. Prosen

Revision	By	Chk.	Appr.	Date



CITY OF DAISSETTA, TEXAS
 ROAD REHABILITATION PROJECT

BOBCAT LANE
 ALTERNATE BID NO 5
 STA 25+00 - STA 30+00

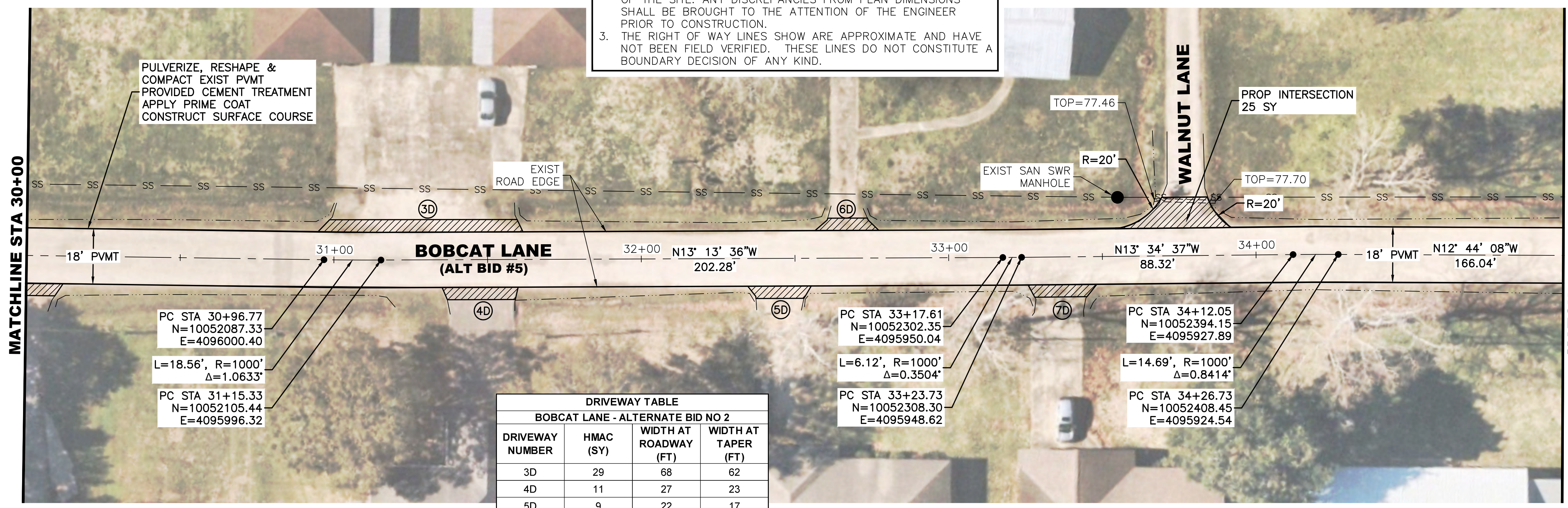
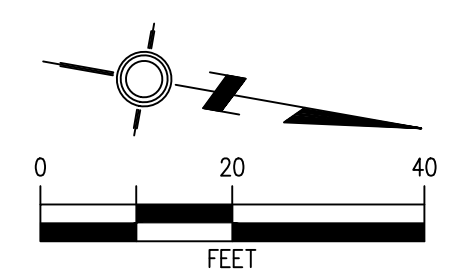
LJA Engineering, Inc.

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 Beaumont, Texas 77702 Fax 409.833.0317
 FRN - F-1386

DESIGN: T.G.	JOB NO.: B1246-1004
DRAWN: B.D.S.	DATE: JULY 2024
CHECKED: T.G.	SCALE: HOR.: 1"=20', VERT.: 1"=5'
APPROVED: C.D.P.	SHEET NO. 15 OF 28

NOTES:

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DRIVEWAY TABLE
BOBCAT LANE - ALTERNATE BID NO 2

DRIVEWAY NUMBER	HMAC (SY)	WIDTH AT ROADWAY (FT)	WIDTH AT TAPER (FT)
3D	29	68	62
4D	11	27	23
5D	9	22	17
6D	8	23	14
7D	9	24	18

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- LEGEND:**
- EXISTING DITCH TOP
 - CO SAN SWR CLEANOUT
 - SS SAN SWR LINE
 - ☒ WATER METER
 - ⊗ WATER VALVE
 - ⊕ GAS METER
 - ⊞ TELEPHONE PEDESTAL
 - ⊟ TELECOMMUNICATIONS BOX
 - ⊠ PULL BOX
 - ⊡ JUNCTION BOX
 - SIGN
 - w — WATER LINE

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Calvin D. Prosen

Revision	By	Chk.	Appr.	Date

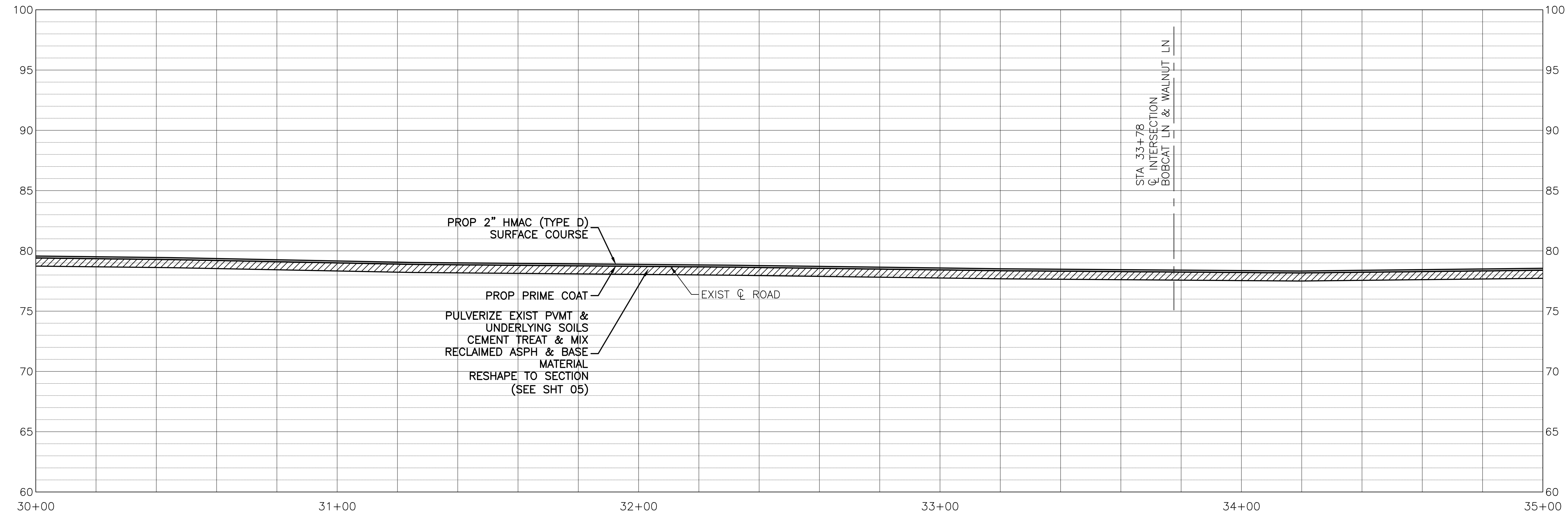
CITY OF DAISSETTA, TEXAS
ROAD REHABILITATION PROJECT

BOBCAT LANE
ALTERNATE BID NO 5
STA 30+00 - STA 35+00

LJA Engineering, Inc.

2615 Calder Avenue, Suite 500 Phone 409.833.3363
Beaumont, Texas 77702 Fax 409.833.0317
FRN - F-1386

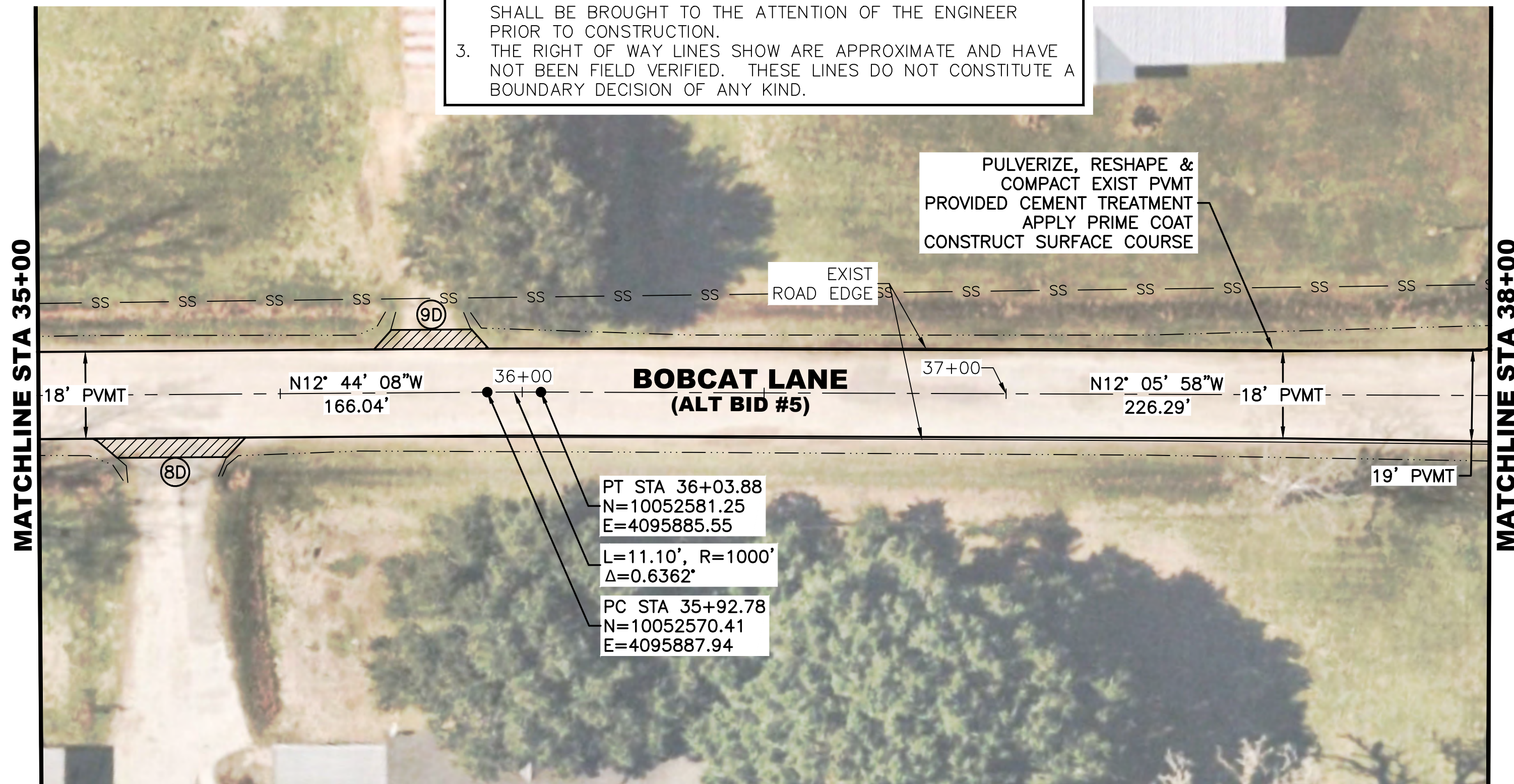
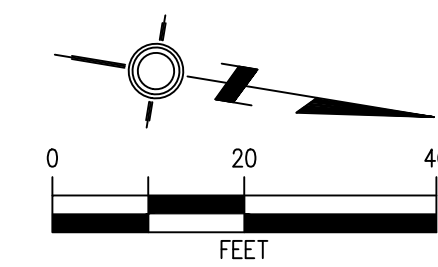
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DRAWN: B.D.S.	DATE: JULY 2024
CHECKED: T.G.	SCALE: HOR.: 1"=20', VERT.: 1"=5'
APPROVED: C.D.P.	SHEET NO. 16 OF 28



7/24/2024 LJA B000 - BXXX\B1246 - City of Daisetta\1004 - GLO CDBG-DR Road Rehabilitation\3 - Design Phase Services\A. CAD\09 - 22 PLAN AND PROFILE.dwg

NOTES:

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PT STA 36+03.88
 N=10052581.25
 E=4095885.55
 L=11.10', R=1000'
 Δ=0.6362'
 PC STA 35+92.78
 N=10052570.41
 E=4095887.94

PULVERIZE, RESHAPE & COMPACT EXIST PVMT PROVIDED CEMENT TREATMENT APPLY PRIME COAT CONSTRUCT SURFACE COURSE

DRIVEWAY TABLE			
BOBCAT LANE - ALTERNATE BID NO 2			
DRIVEWAY NUMBER	HMAC (SY)	WIDTH AT ROADWAY (FT)	WIDTH AT TAPER (FT)
8D	13	33	25
9D	10	25	18

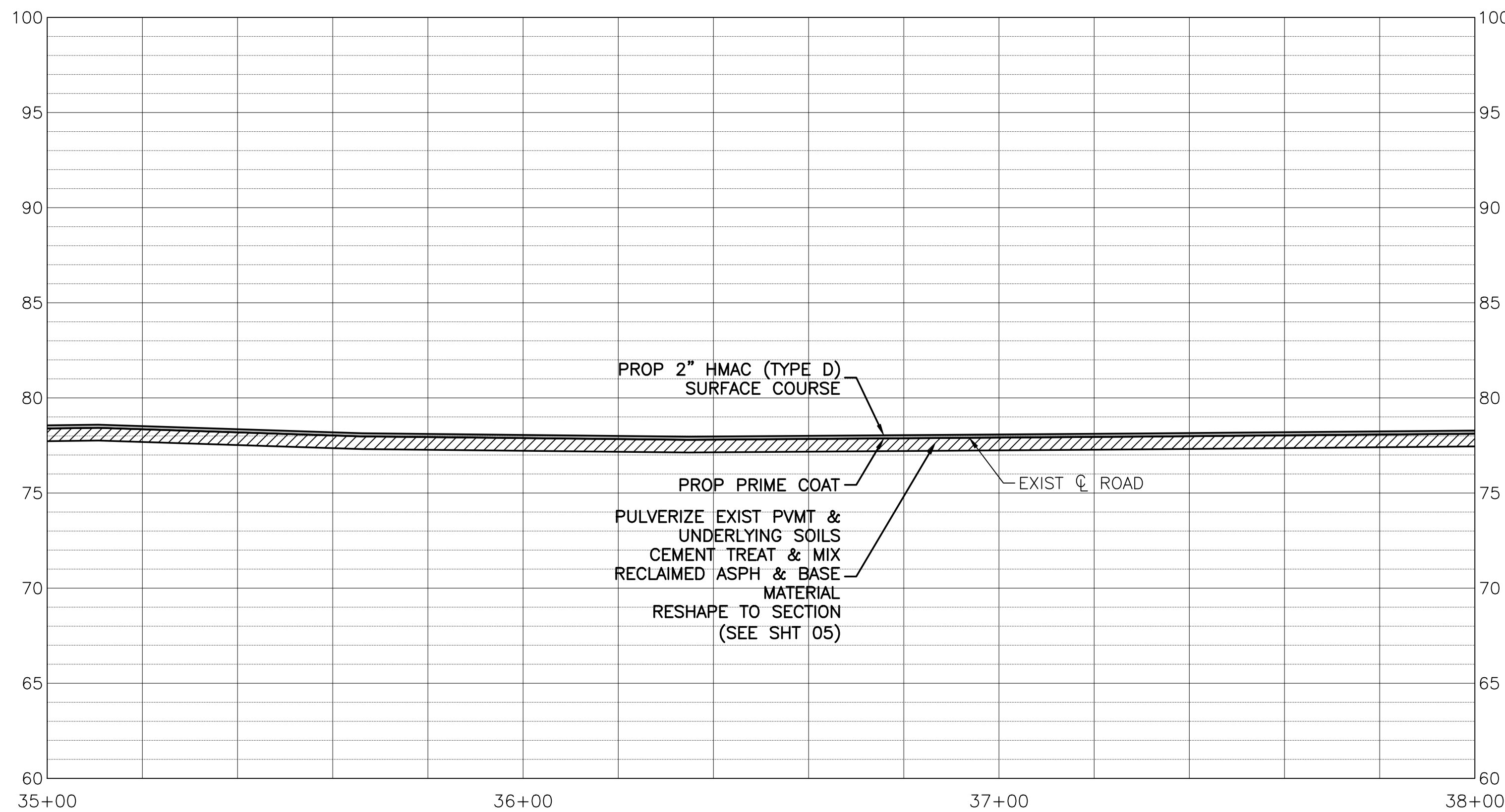
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LEGEND:

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- CO SAN SWR CLEANOUT
- SS SAN SWR LINE
- ⊞ WATER METER
- ⊞ WATER VALVE
- ⊞ GAS METER
- ⊞ TELEPHONE PEDESTAL
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- ⊞ PULL BOX
- ⊞ JUNCTION BOX
- SIGN
- w — WATER LINE



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Calvin D. Prosen

Revision	By	Chk.	Appr.	Date



CITY OF DAISSETTA, TEXAS
ROAD REHABILITATION PROJECT

BOBCAT LANE
ALTERNATE BID NO 5
STA 35+00 - STA 38+00

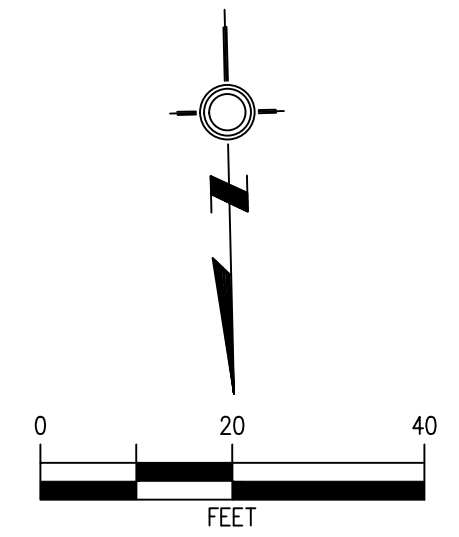
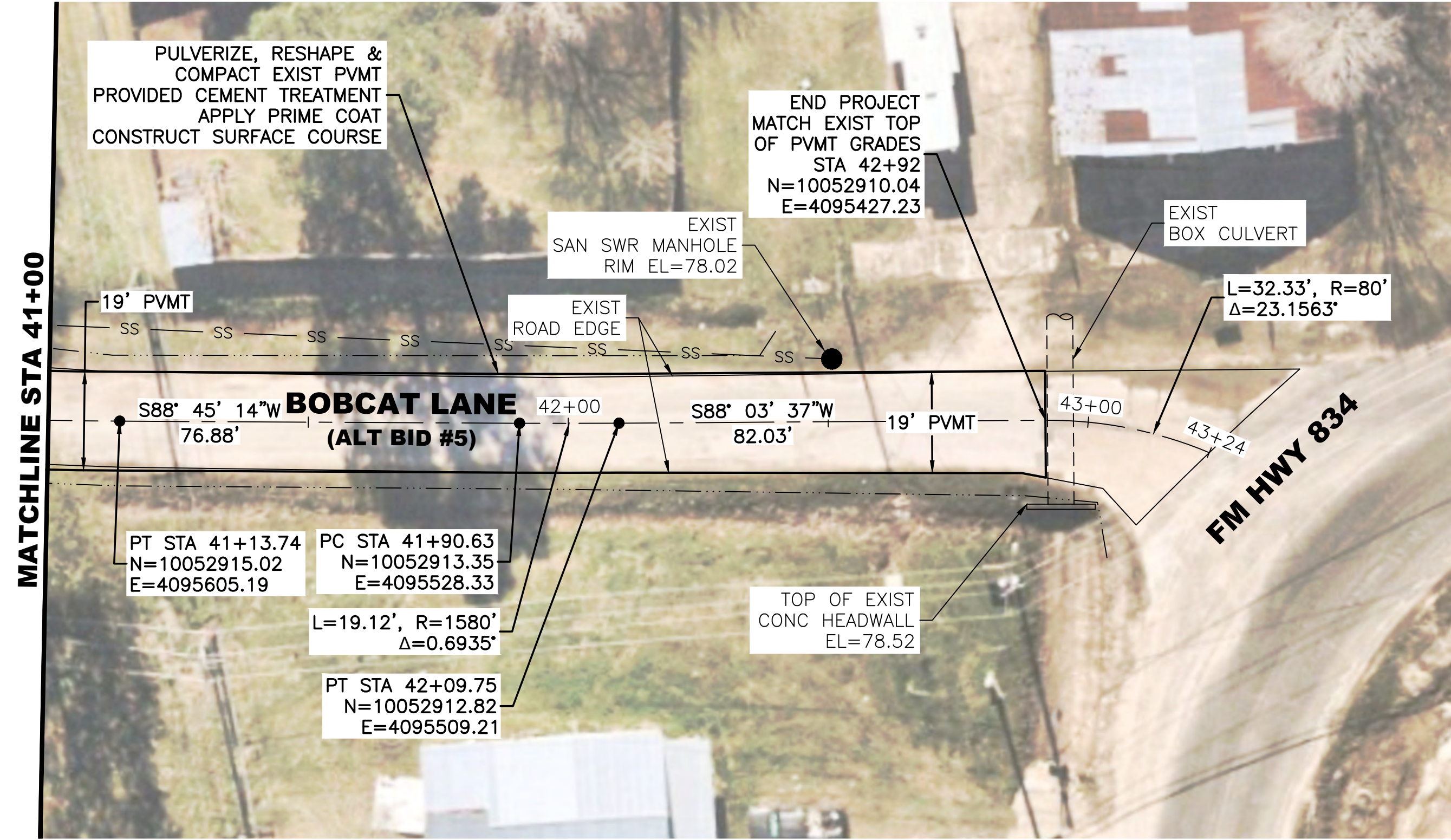
LJA Engineering, Inc.
 2615 Calder Avenue, Suite 500 Phone 409.833.3363
 Beaumont, Texas 77702 Fax 409.833.0317
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DESIGN: T.G.	JOB NO.: B1246-1004
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APPROVED: C.D.P.	SHEET NO. 17 OF 28

7/24/2024 0: Projects LJA B000 - BXXX\B1246 - City of Daisetta\1004 - GLO CDBG-DR Road Rehabilitation\3 - Design Phase Services\A. CAD\09 - 22 PLAN AND PROFILE.dwg

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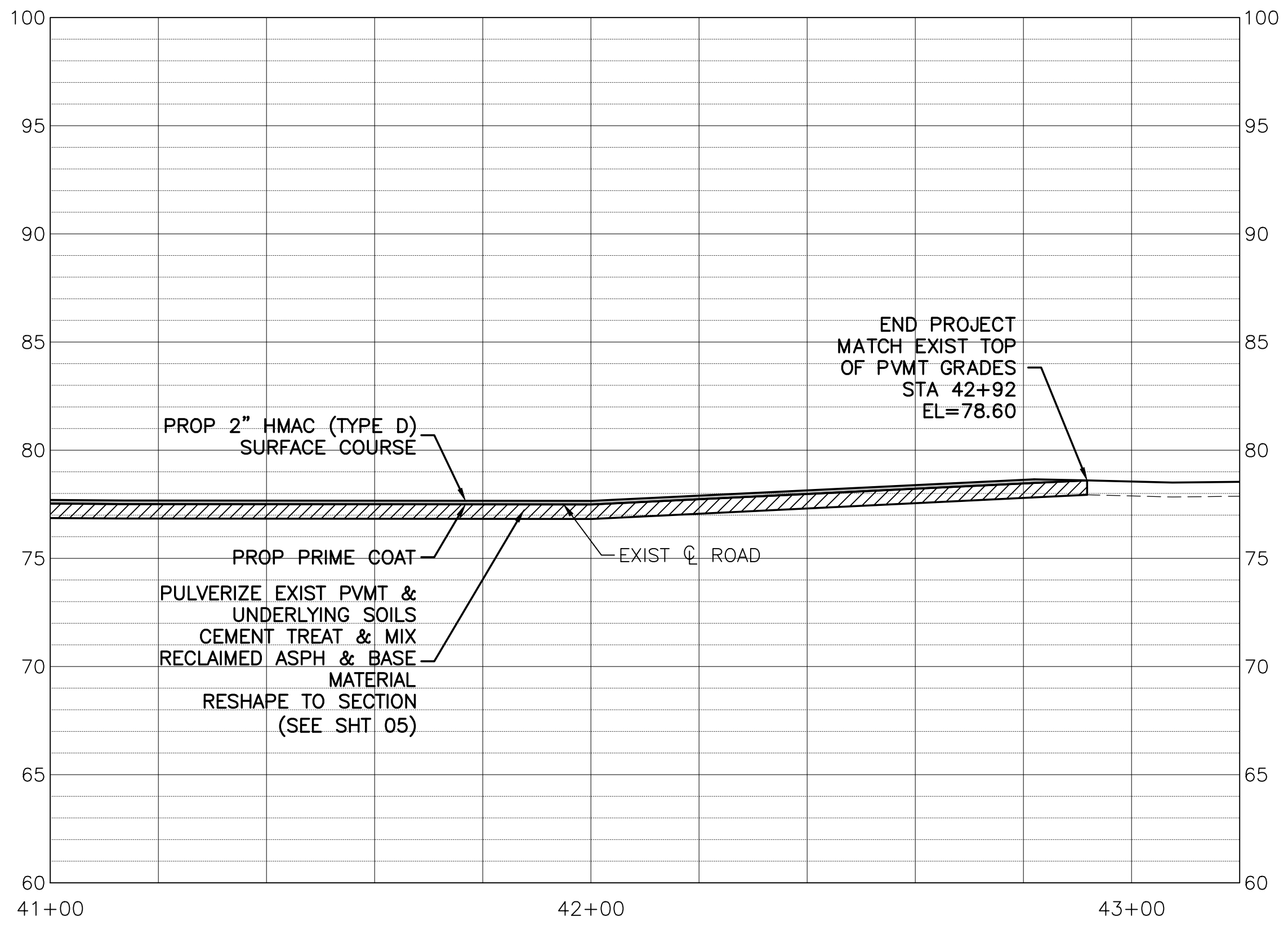
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LEGEND:

-----	EXISTING DITCH TOP
● CO	SAN SWR CLEANOUT
SS	SAN SWR LINE
⊞	WATER METER
⊞	WATER VALVE
⊞	GAS METER
⊞	TELEPHONE PEDESTAL
⊞	TELECOMMUNICATIONS BOX
⊞	PULL BOX
⊞	JUNCTION BOX
○	SIGN
— w —	WATER LINE



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Calvin D. Prosen

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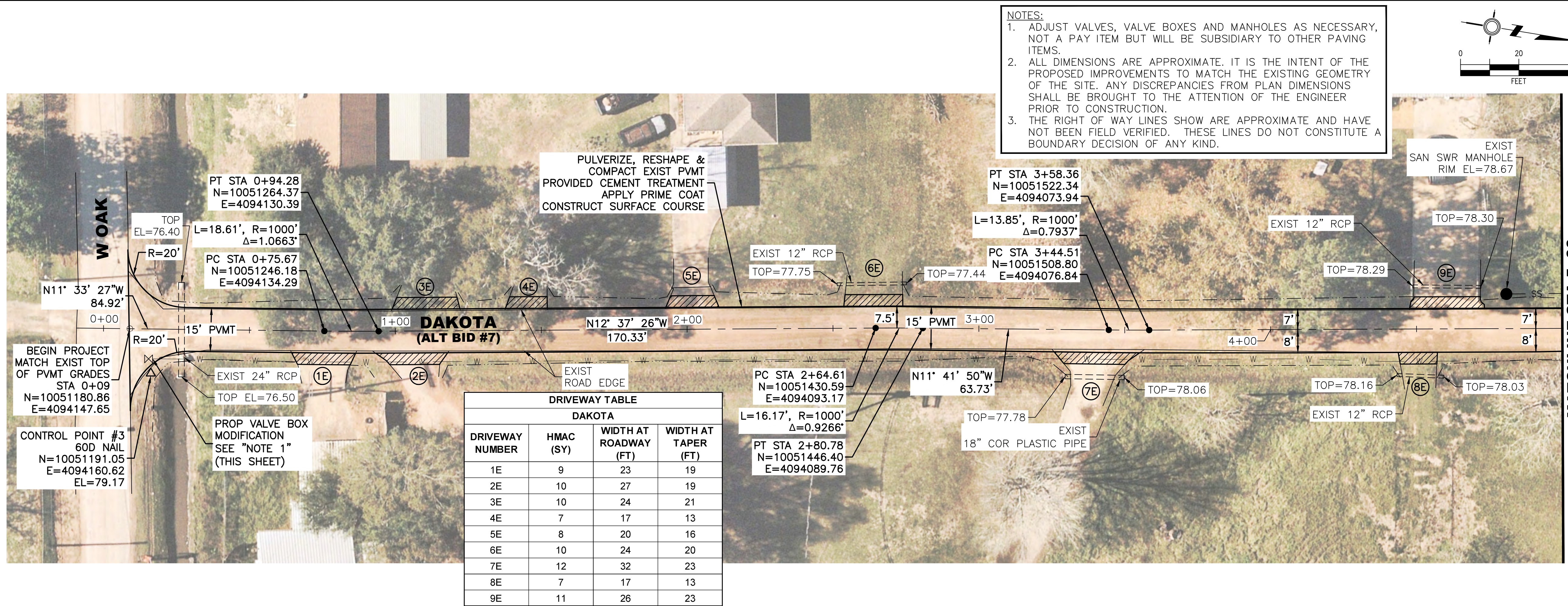


**BOBCAT LANE
ALTERNATE BID NO 5
STA 41+00 - STA 43+24**

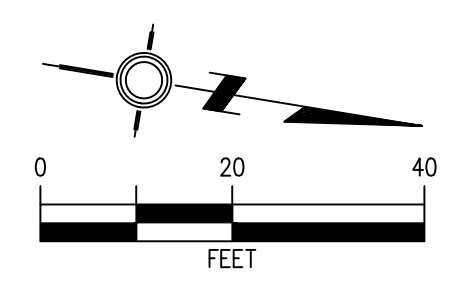
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APPROVED: C.D.P.	SHEET NO. 19 OF 28

7/24/2024 LJA B000 - BXXX\B1246 - City of Daisetta\1004 - GLO CDBG-DR Road Rehabilitation\3 - Design Phase Services\A. CAD\09 - 22 PLAN AND PROFILE.dwg



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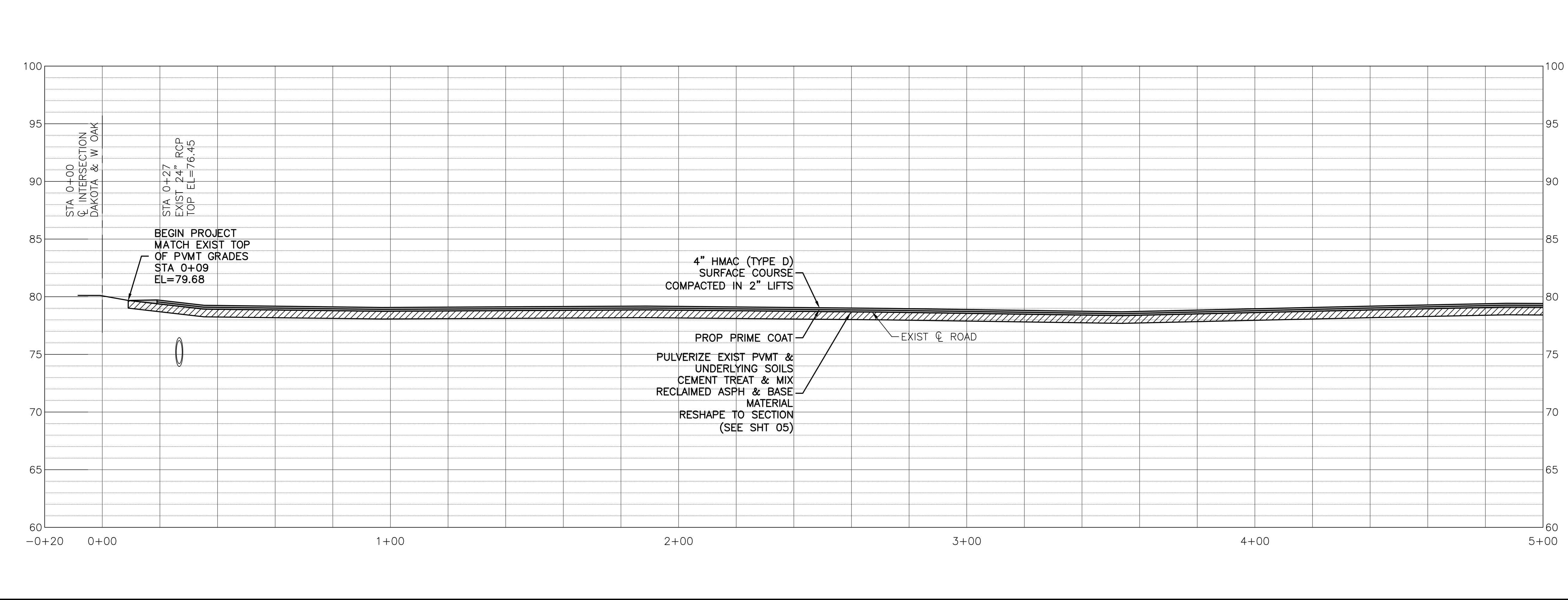


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- LEGEND:**
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 - CO SAN SWR CLEANOUT
 - SS SAN SWR LINE
 - ⊞ WATER METER
 - ⊞ WATER VALVE
 - ⊞ GAS METER
 - ⊞ TELEPHONE PEDESTAL
 - ⊞ TELECOMMUNICATIONS BOX
 - ⊞ PULL BOX
 - ⊞ JUNCTION BOX
 - SIGN
 - W WATER LINE



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Calvin D. Prosen

Revision	By	Chk.	Appr.	Date

CITY OF DAISSETTA, TEXAS
ROAD REHABILITATION PROJECT

DAKOTA
ALTERNATE BID NO 7
STA 0+00 - STA 5+00

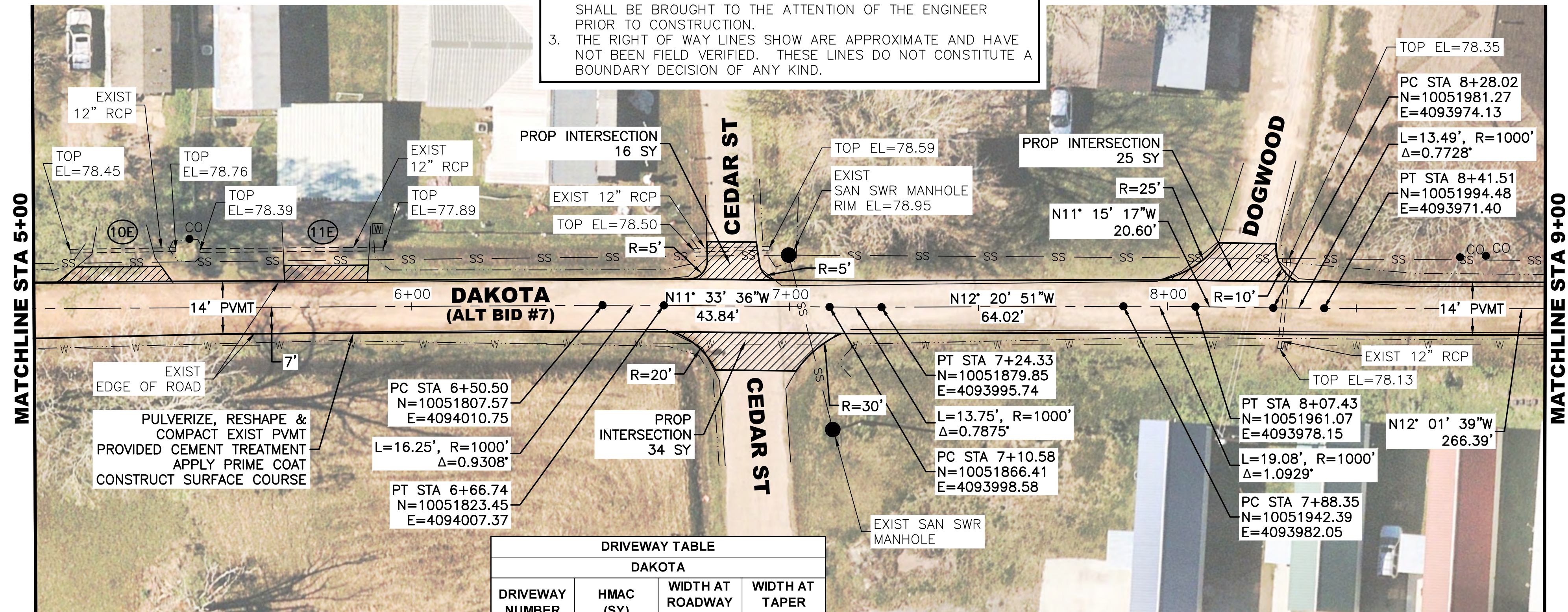
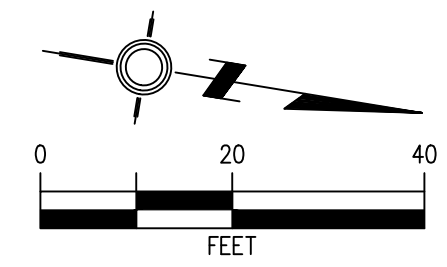
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 Beaumont, Texas 77702 Fax 409.833.0317
 FRN - F-1386

DESIGN: T.G.	JOB NO.: B1246-1004
DRAWN: B.D.S.	DATE: JULY 2024
CHECKED: T.G.	SCALE: HOR.: 1"=20', VERT.: 1"=5'
APPROVED: C.D.P.	SHEET NO. 20 OF 28

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- ADJUST VALVES, VALVE BOXES AND MANHOLES AS NECESSARY. NOT A PAY ITEM BUT WILL BE SUBSIDIARY TO OTHER PAVING ITEMS.
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- THE RIGHT OF WAY LINES SHOW ARE APPROXIMATE AND HAVE NOT BEEN FIELD VERIFIED. THESE LINES DO NOT CONSTITUTE A BOUNDARY DECISION OF ANY KIND.



EXIST EDGE OF ROAD
 PULVERIZE, RESHAPE & COMPACT EXIST PVMT PROVIDED CEMENT TREATMENT APPLY PRIME COAT CONSTRUCT SURFACE COURSE

DRIVEWAY TABLE			
DAKOTA			
DRIVEWAY NUMBER	HMAC (SY)	WIDTH AT ROADWAY (FT)	WIDTH AT TAPER (FT)
10E	12	32	23
11E	11	26	22

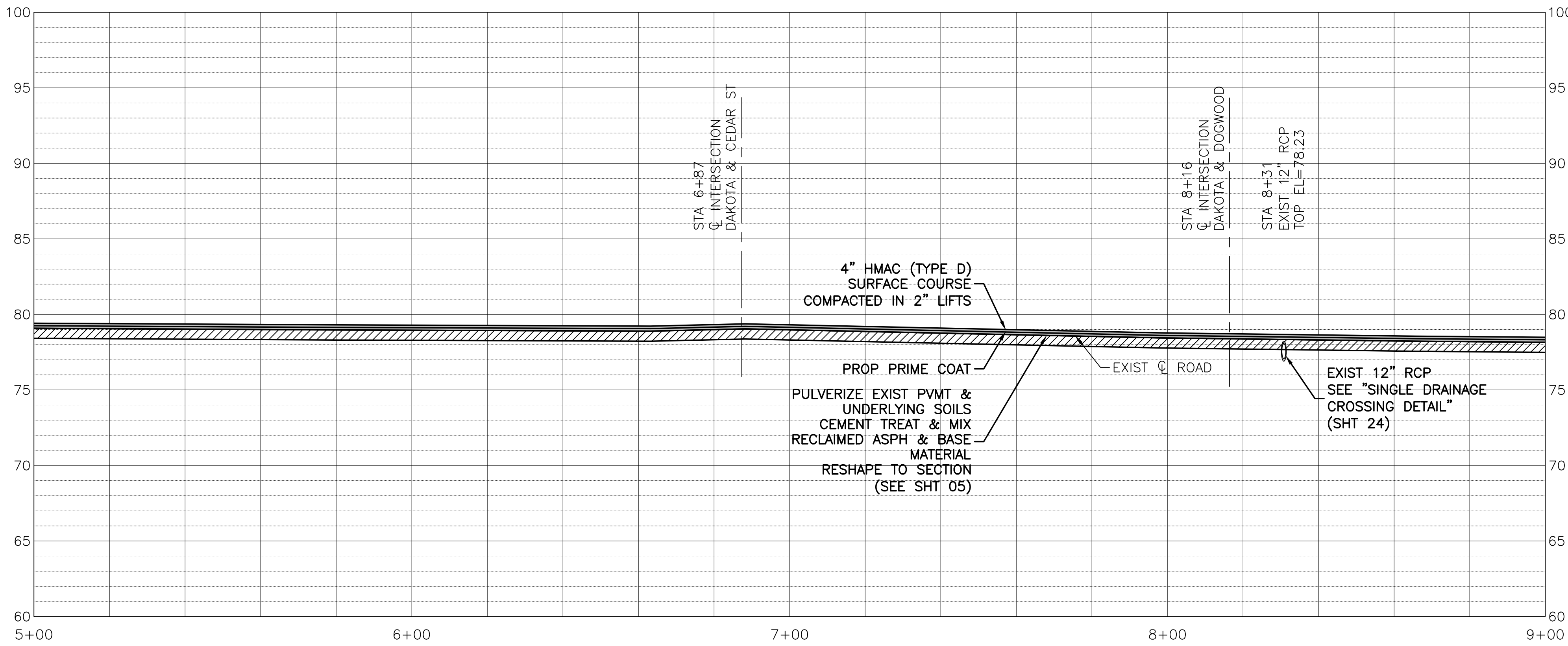
CAUTION
 EXISTING OVERHEAD UTILITIES IN VICINITY. CONTRACTOR SHALL EXERCISE EXTREME CAUTION WHEN WORKING NEAR ELECTRICAL FACILITIES.

WARNING
 THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE LOCATION OF UNDERGROUND UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATION AND AVOIDING ALL EXISTING UTILITIES BY CALLING THE "ONE CALL" LOCATOR SERVICE AT LEAST 48 HOURS PRIOR TO CONSTRUCTION.



LEGEND:

- EXISTING DITCH TOP
- SAN SWR CLEANOUT
- SAN SWR LINE
- WATER METER
- WATER VALVE
- GAS METER
- TELEPHONE PEDESTAL
- TELECOMMUNICATIONS BOX
- PULL BOX
- JUNCTION BOX
- SIGN
- WATER LINE



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Calvin D. Prosen

Revision	By	Chk.	Appr.	Date



**DAKOTA
 ALTERNATE BID NO 7
 STA 5+00 - STA 9+00**

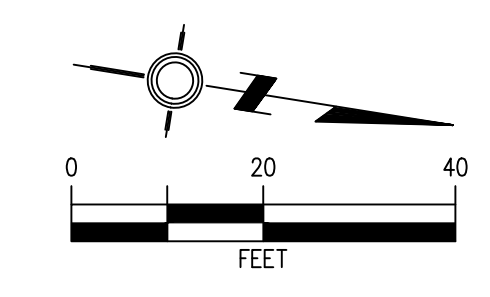
LJA Engineering, Inc.

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DESIGN: T.G.	JOB NO.: B1246-1004
DRAWN: B.D.S.	DATE: JULY 2024
CHECKED: T.G.	SCALE: HOR.: 1"=20', VERT.: 1"=5'
APPROVED: C.D.P.	SHEET NO. 21 OF 28

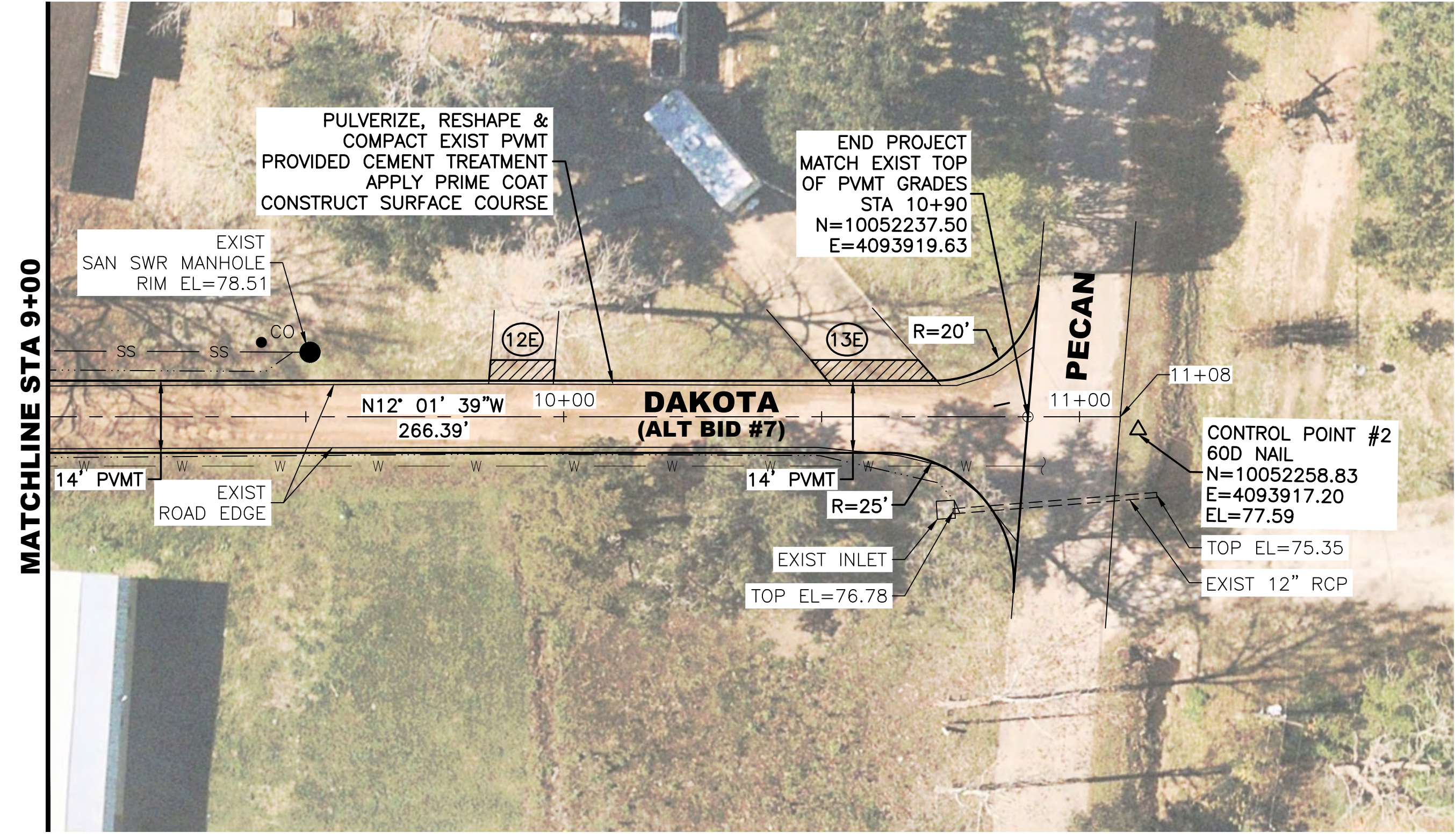
7/24/2024 LJA B000 - BXXX\B1246 - City of Daisetta\1004 - GLO CDBG-DR Road Rehabilitation\3 - Design Phase Services\A. CAD\09 - 22 PLAN AND PROFILE.dwg

7/24/2024 0: Projects LJA B000 - BXXX\B1246 - City of Daisetta\1004 - GLO CDBG-DR Road Rehabilitation\3 - Design Phase Services\A. CAD\09 - 22 PLAN AND PROFILE.dwg



NOTES:

- ADJUST VALVES, VALVE BOXES AND MANHOLES AS NECESSARY, NOT A PAY ITEM BUT WILL BE SUBSIDIARY TO OTHER PAVING ITEMS.
- ALL DIMENSIONS ARE APPROXIMATE. IT IS THE INTENT OF THE PROPOSED IMPROVEMENTS TO MATCH THE EXISTING GEOMETRY OF THE SITE. ANY DISCREPANCIES FROM PLAN DIMENSIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO CONSTRUCTION.
- THE RIGHT OF WAY LINES SHOW ARE APPROXIMATE AND HAVE NOT BEEN FIELD VERIFIED. THESE LINES DO NOT CONSTITUTE A BOUNDARY DECISION OF ANY KIND.



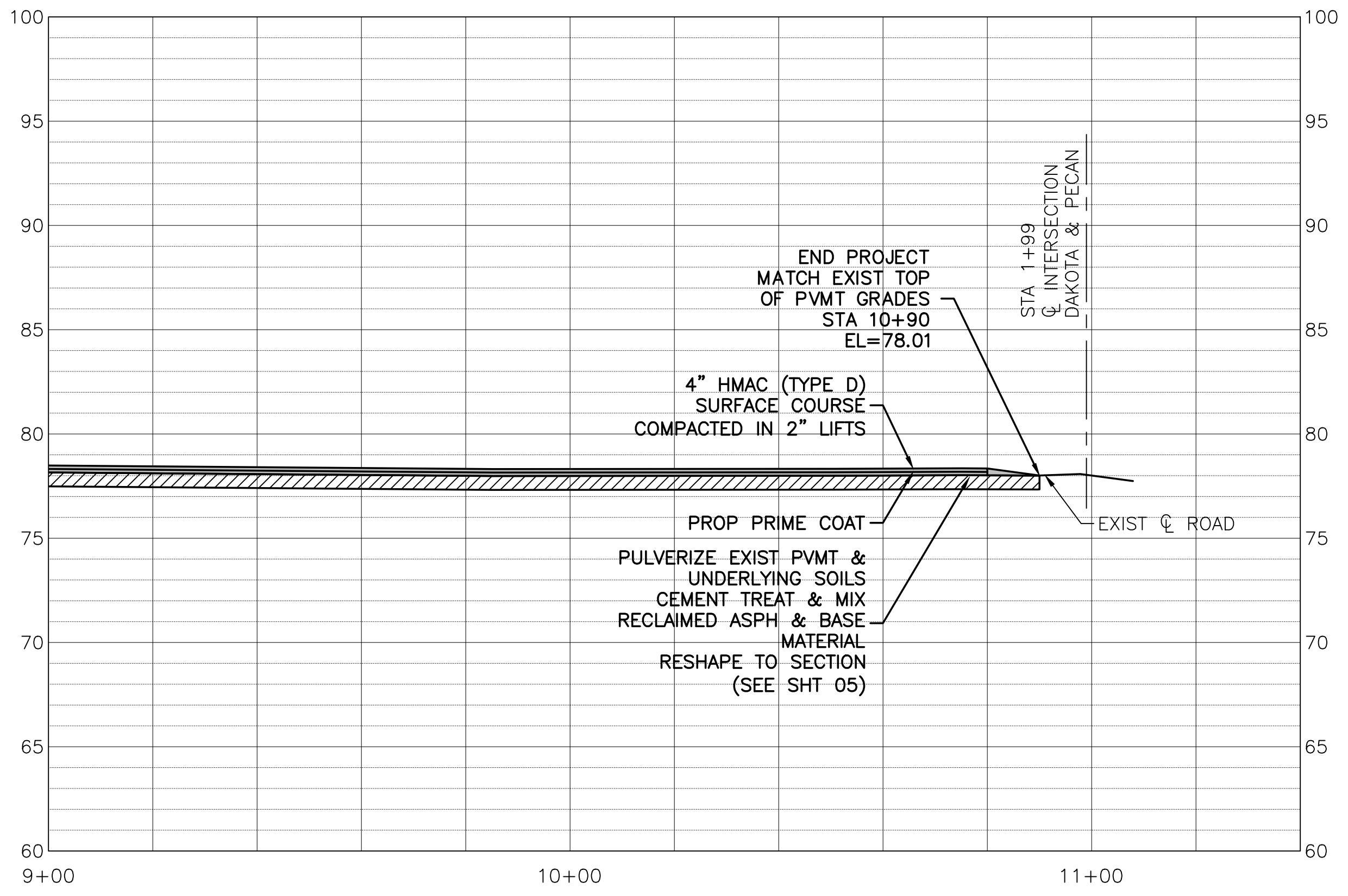
DRAIVEWAY TABLE			
DAKOTA			
DRIVEWAY NUMBER	HMAC (SY)	WIDTH AT ROADWAY (FT)	WIDTH AT TAPER (FT)
12E	6	16	12
13E	10	25	21

CAUTION
EXISTING OVERHEAD UTILITIES IN VICINITY. CONTRACTOR SHALL EXERCISE EXTREME CAUTION WHEN WORKING NEAR ELECTRICAL FACILITIES.

WARNING
THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE LOCATION OF UNDERGROUND UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATION AND AVOIDING ALL EXISTING UTILITIES BY CALLING THE "ONE CALL" LOCATOR SERVICE AT LEAST 48 HOURS PRIOR TO CONSTRUCTION.



- LEGEND:**
- EXISTING DITCH TOP
 - CO SAN SWR CLEANOUT
 - SS SAN SWR LINE
 - W WATER METER
 - ⊗ WATER VALVE
 - ⊕ GAS METER
 - TELEPHONE PEDESTAL
 - ⊞ TELECOMMUNICATIONS BOX
 - ⊞ PULL BOX
 - ⊞ JUNCTION BOX
 - SIGN
 - w — WATER LINE



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Calvin D. Prosen

Revision	By	Chk.	Appr.	Date

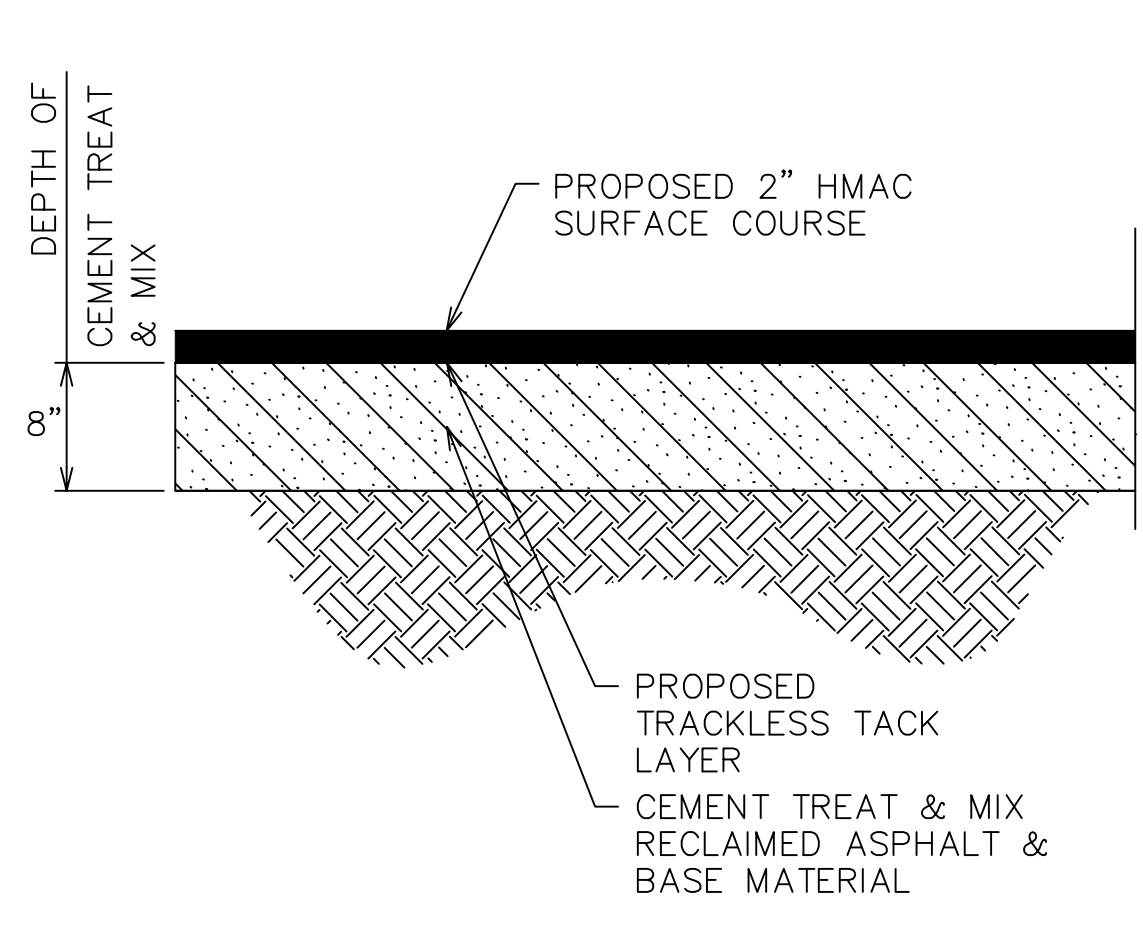
CITY OF DAISSETTA, TEXAS
ROAD REHABILITATION PROJECT
DAKOTA
ALTERNATE BID NO 7
STA 9+00 - STA 10+90

LJA Engineering, Inc.

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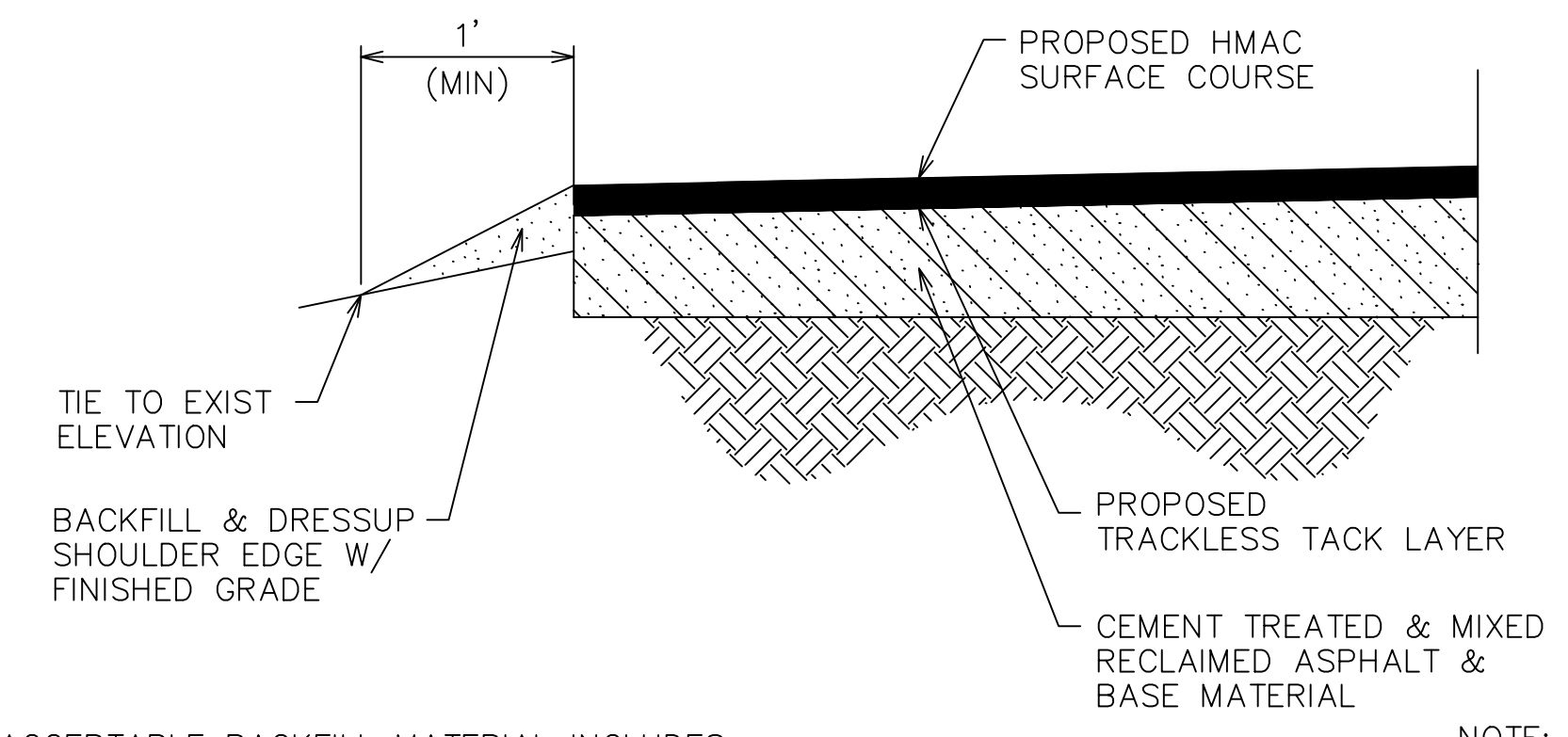
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DRAWN: B.D.S.	DATE: JULY 2024
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APPROVED: C.D.P.	SHEET NO. 22 OF 28

7/24/2024 LJA B000 - BXXX\B1246 - City of Daisetta\1004 - GLO CDBG-DR Road Rehabilitation\3 - Design Phase Services\A. CAD\23 - 24 PAVING DETAILS.dwg



- NOTES:**
1. PRIOR TO THE START OF CONSTRUCTION, CONTRACTOR SHALL EXPOSE UNDERLYING PAVEMENT SOILS TO VERIFY EXISTING SOIL CONDITIONS.
 2. DEPTH OF PULVERIZATION MAY REQUIRE FIELD ADJUSTMENTS ONCE CONSTRUCTION BEGINS. THIS SHALL BE SUBSIDIARY TO THE BID ITEM.
 3. THE ENTIRE EXISTING SURFACE COURSE AND A DETERMINED DEPTH OF THE EXISTING STABILIZED SUBGRADE SHALL BE PULVERIZED USING A RECLAIMER (EITHER A BOMAG MPH TYPE, CATERPILLAR RR TYPE, CEI TYPE, OR APPROVED EQUIVALENT).

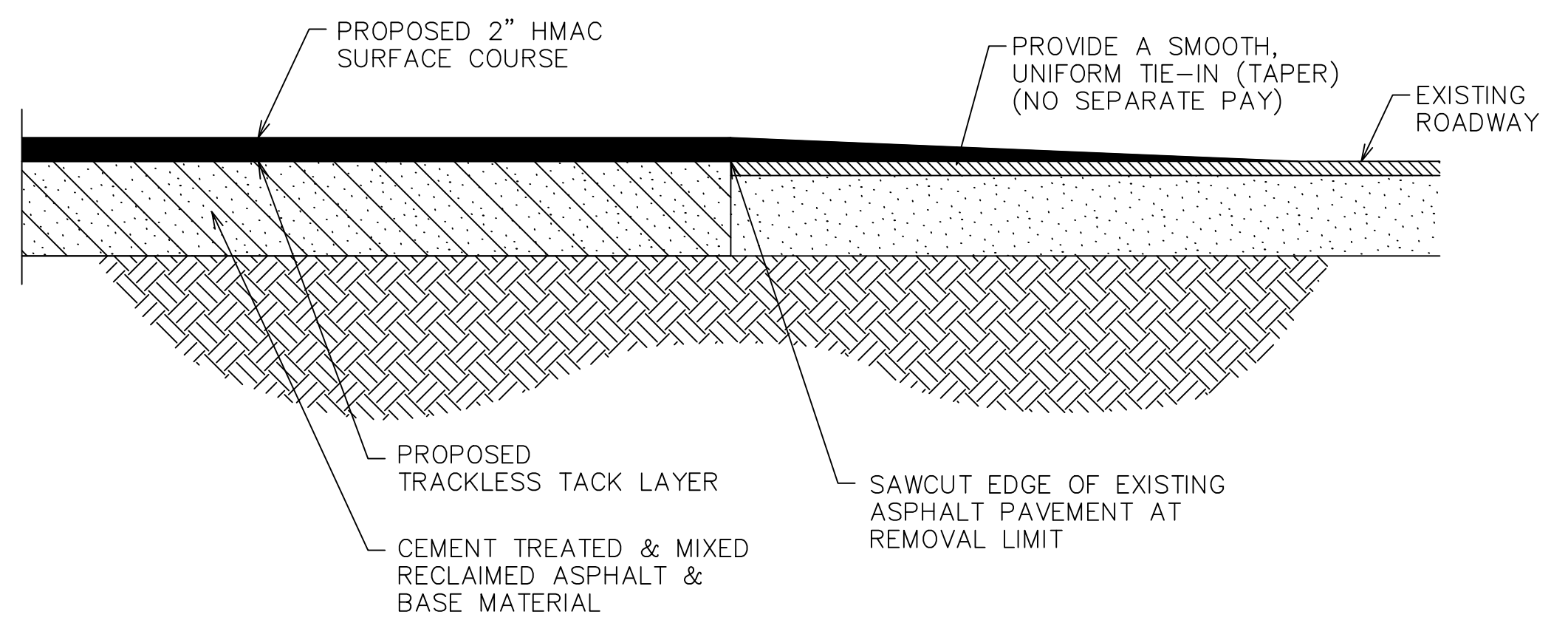
DEPTH OF PULVERIZATION
N.T.S.



ACCEPTABLE BACKFILL MATERIAL INCLUDES:
LIMESTONE BASE, TYPE A, GRADE 1-2 (TXDOT ITEM 247)
RECYCLED ASPHALT PAVEMENT (RAP) (TXDOT ITEM 340)

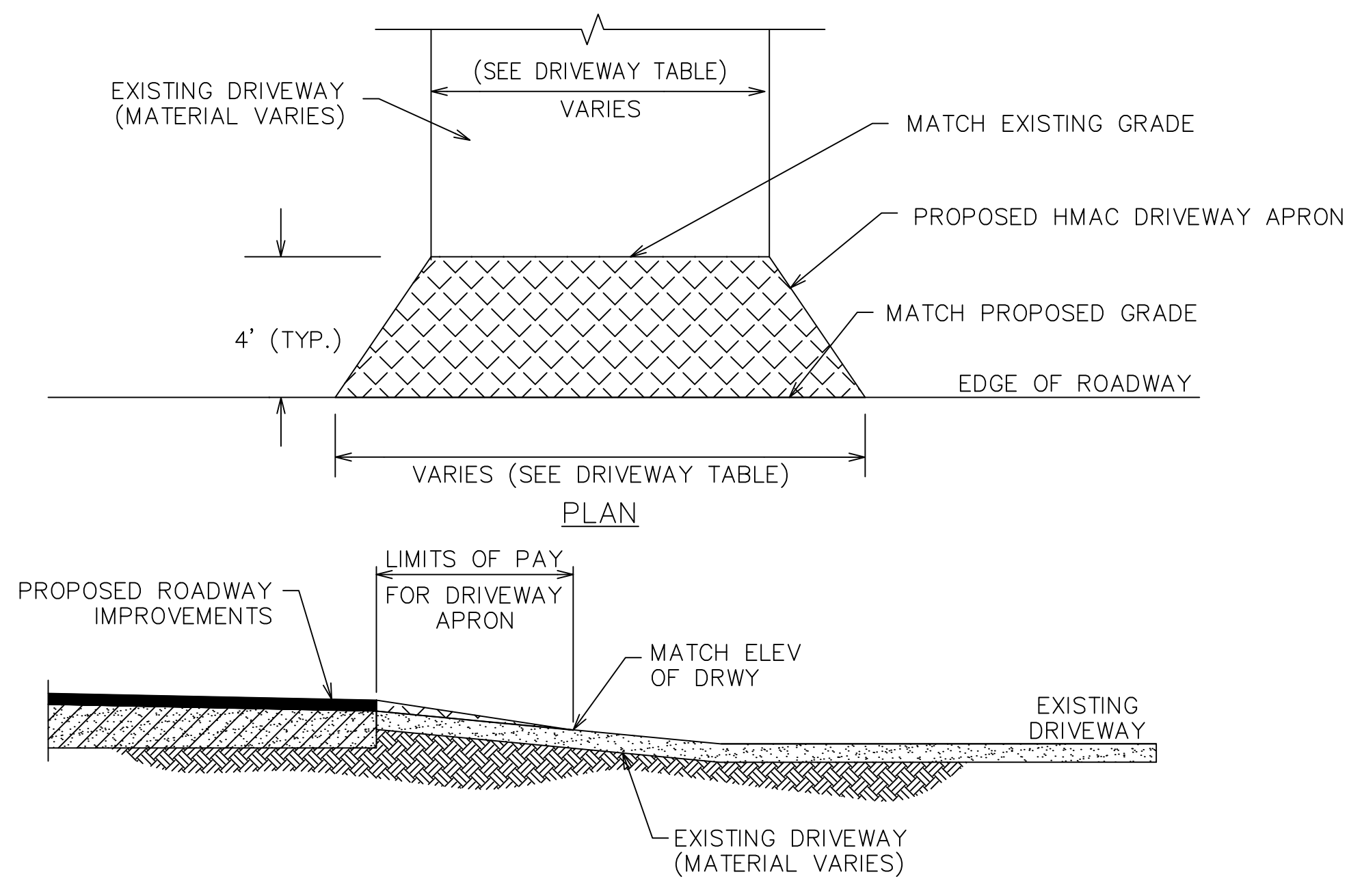
NOTE:
THIS WORK SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED SUBSIDIARY TO VARIOUS BID ITEMS.

ROADWAY EDGE DETAIL - BASE BID
N.T.S.

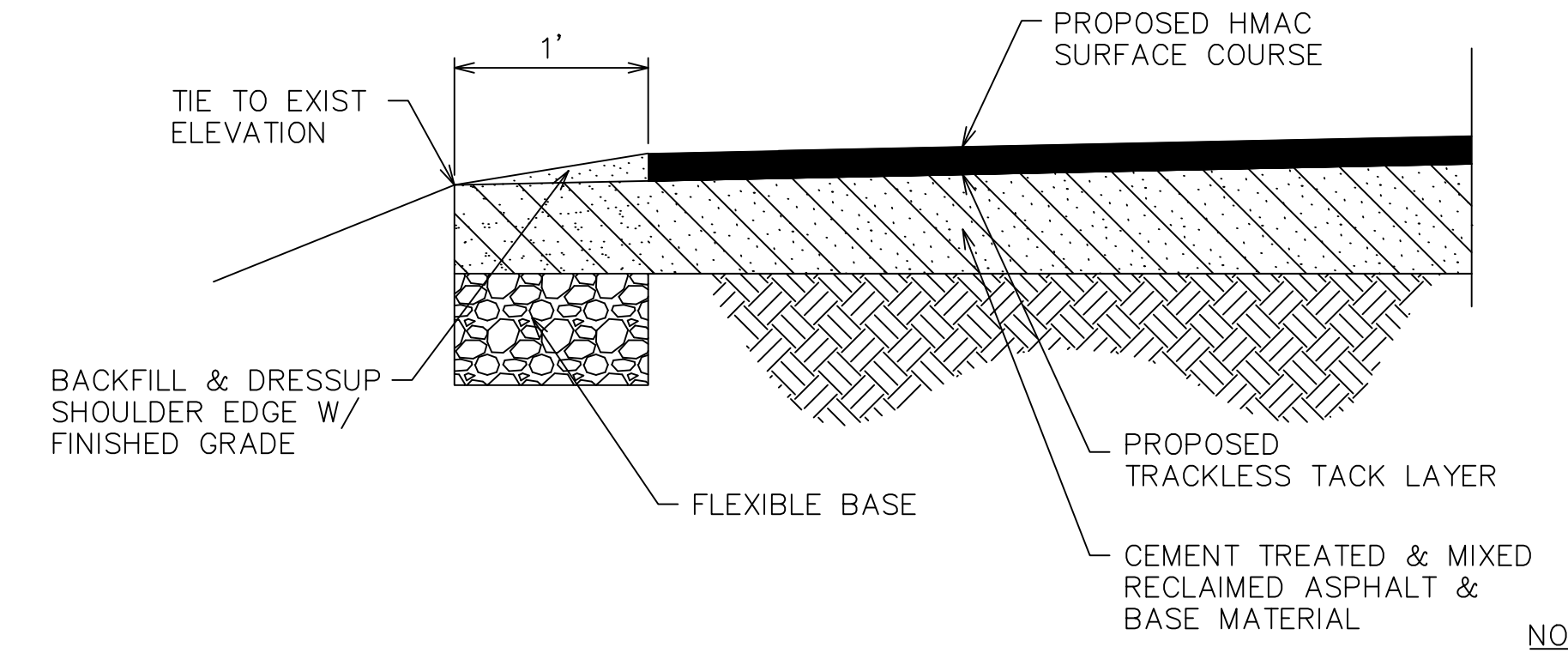


ASPHALT PAVING TIE-IN DETAIL
N.T.S.

- NOTES:**
1. DRIVEWAY APRON CONSTRUCTION & MATERIAL ARE BID SEPARATELY FROM ROADWAY ITEMS (ITEM 530).
 2. INSTALL HMAc SURFACE AND TACK COAT.
 3. SWEEP DRIVEWAY PRIOR TO PLACEMENT OF SURFACE COURSE.
 4. BID FOR DRIVEWAY APRON SHALL INCLUDE COST FOR ANY NECESSARY GRADE & LENGTH ADJUSTMENTS.
 5. LENGTH OF DRIVEWAY APRON SHALL BE A MINIMUM OF 4 FEET (UNLESS OTHERWISE INDICATED ON PLANS).
 6. AREA OF APRON HAS BEEN APPROXIMATED ON THE PLANS.



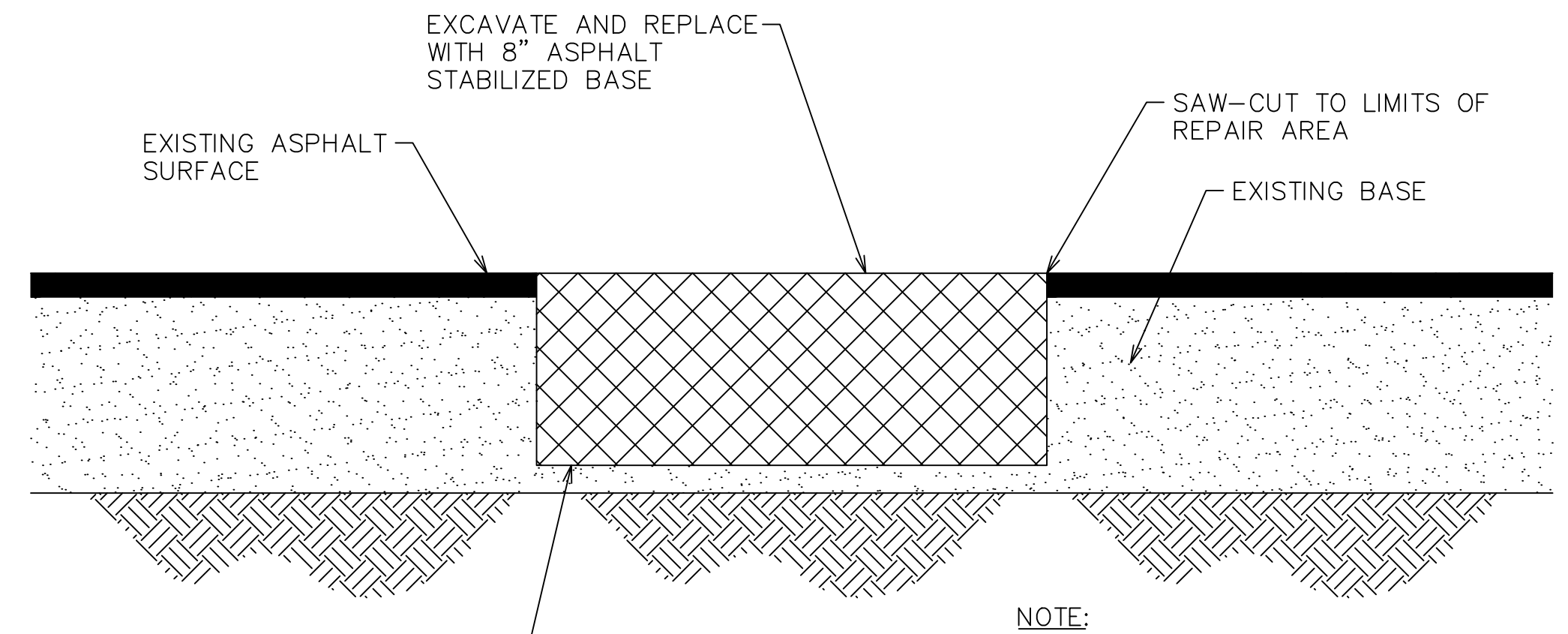
TYPICAL DRIVEWAY APRON DETAIL (HMAc ONLY)
N.T.S.



ACCEPTABLE BACKFILL MATERIAL INCLUDES:
LIMESTONE BASE, TYPE A, GRADE 1-2 (TXDOT ITEM 247)
RECYCLED ASPHALT PAVEMENT (RAP) (TXDOT ITEM 340)

NOTE:
THIS WORK SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED SUBSIDIARY TO VARIOUS BID ITEMS.

ROADWAY EDGE DETAIL - ALTERNATE BID
N.T.S.



NOTE:
POTHOLE REPAIR LIMITS SHALL BE DETERMINED BY THE CITY AND/OR ENGINEER. CONTRACTOR SHALL NOT BEGIN REPAIR WORK WITHOUT AUTHORIZATION BY THE CITY.

BASE REPAIR
N.T.S.

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Calvin D. Prosen

Revision	By	Chk.	Appr.	Date

CITY OF DAISSETTA, TEXAS
ROAD REHABILITATION PROJECT

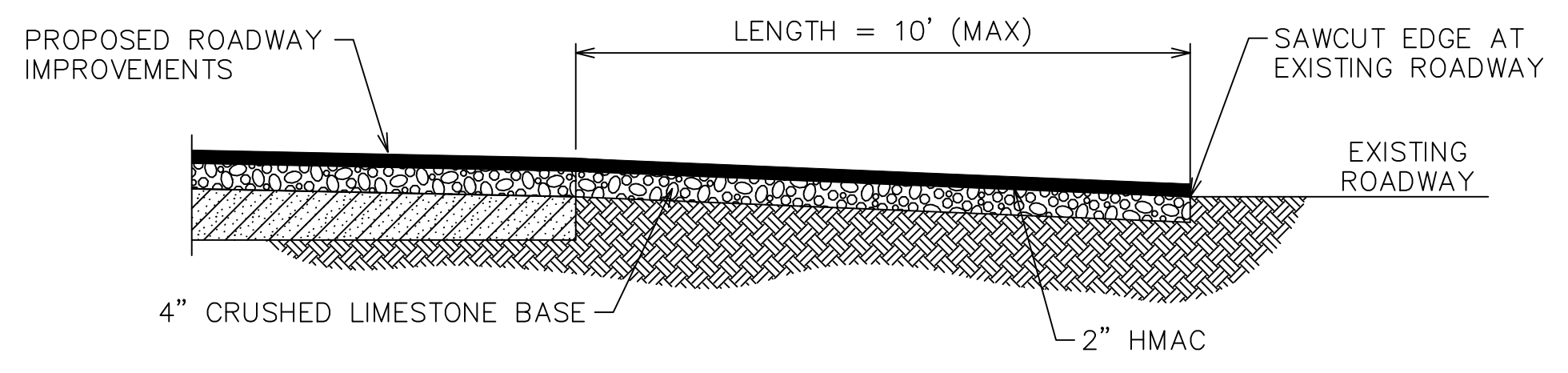
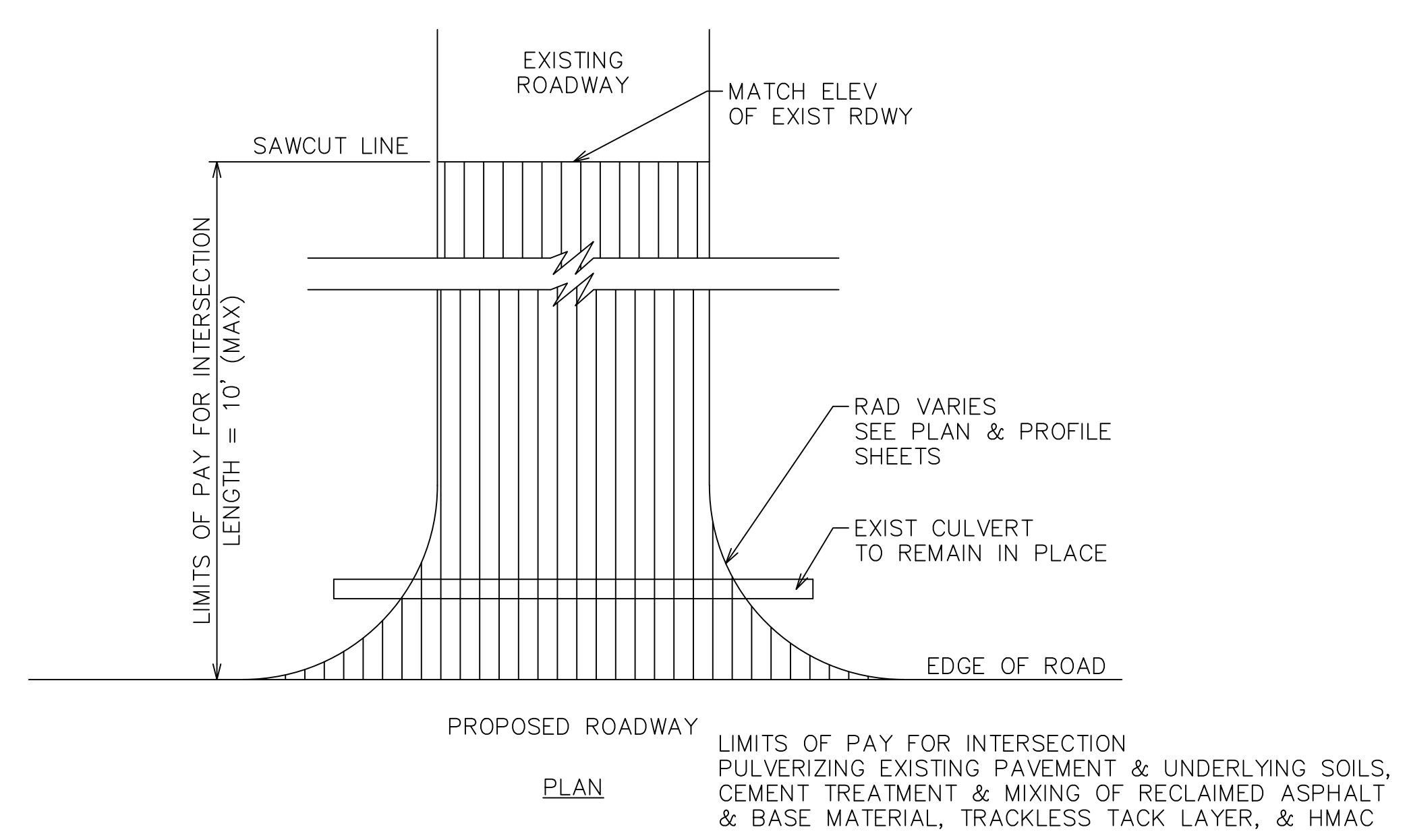
PAVING DETAILS

LJA Engineering, Inc.

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FRN - F-1386

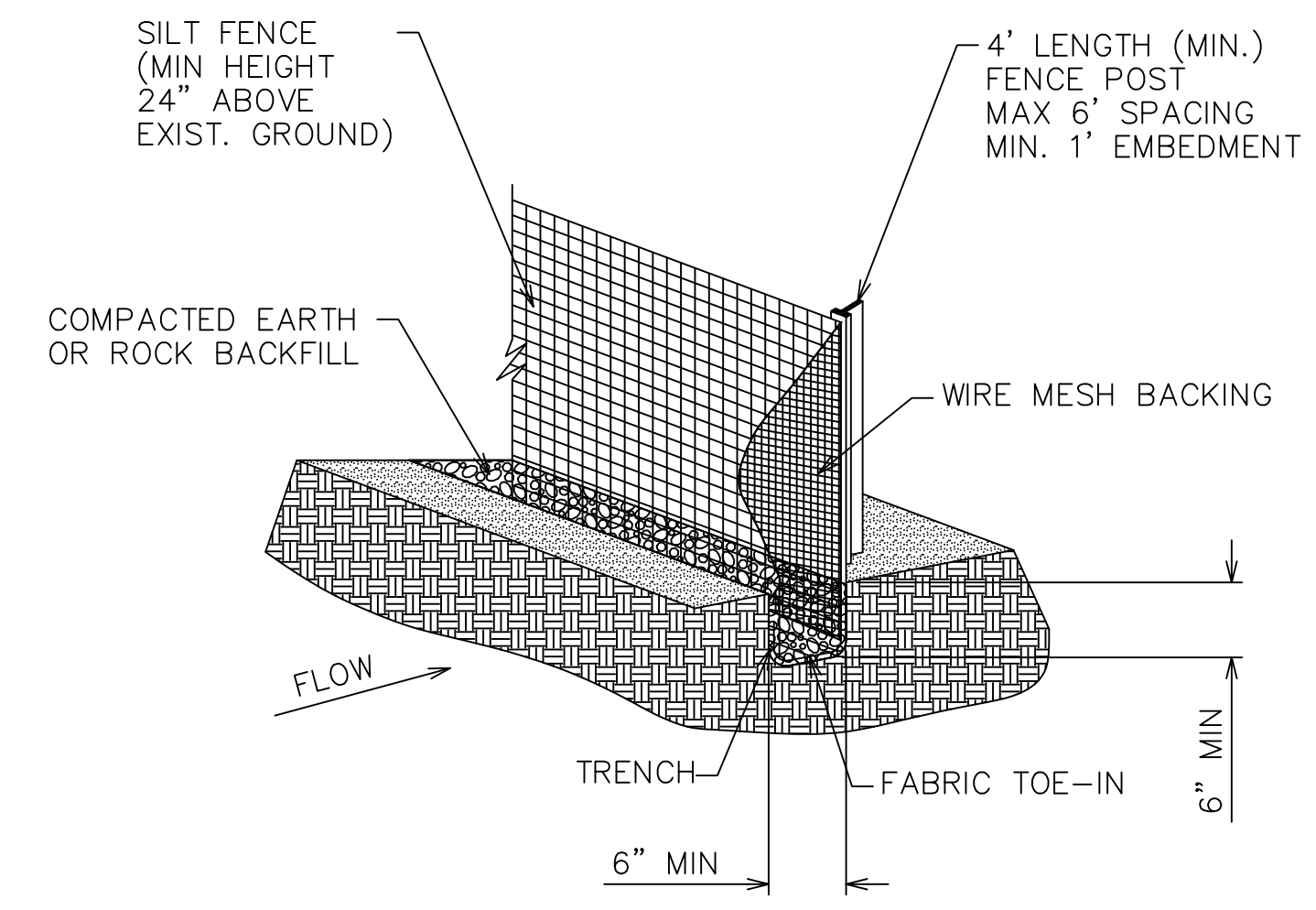
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DRAWN: B.D.S.	DATE: JULY 2024
CHECKED: T.G.	SCALE: 1"=300'
APPROVED: C.D.P.	SHEET NO. 23 OF 28

7/24/2024 0: Projects LJA B000 - BXXX\B1246 - City of Daisetta\1004 - GLO CDBG-DR Road Rehabilitation\3 - Design Phase Services\A. CAD\23 - 24 PAVING DETAILS.dwg



- NOTES:**
- ROADWAY INTERSECTION TURNOUT CONSTRUCTION & MATERIAL ARE BID SEPARATELY FROM ROADWAY ITEMS (ITEM 530).
 - CONTRACTOR SHALL INSTALL HMAC SURFACE COURSE, TRACKLESS TACK AND CRUSHED LIMESTONE BASE COURSE.
 - HMAC SHALL BE TXDOT ITEM 340 (TYPE D). BASE SHALL BE TXDOT ITEM 247 (TYPE A, GR 1-2). BASE TO BE COMPACTED TO 100% STANDARD PROCTOR DENSITY DETERMINED BY ASTM D-698. MOISTURE CONTENT SHALL BE MAINTAINED AT ± 2% OF OPTIMUM.
 - BID FOR ROADWAY TURNOUT SHALL INCLUDE COST FOR ANY NECESSARY GRADE & LENGTH ADJUSTMENTS.
 - AREA OF INTERSECTION TURNOUT HAS BEEN APPROXIMATED ON THE PLANS.
 - STORM CULVERT SHALL BE BACKFILLED PER BEDDING DETAIL AND SPECIFICATIONS.
 - SWEEP AND PRIME INTERSECTING ROADWAY PRIOR TO PLACEMENT OF SURFACE COURSE. THIS WORK AND MATERIAL SHALL BE SUBSIDIARY TO VARIOUS BID ITEMS AND WILL NOT BE PAID SEPARATELY.

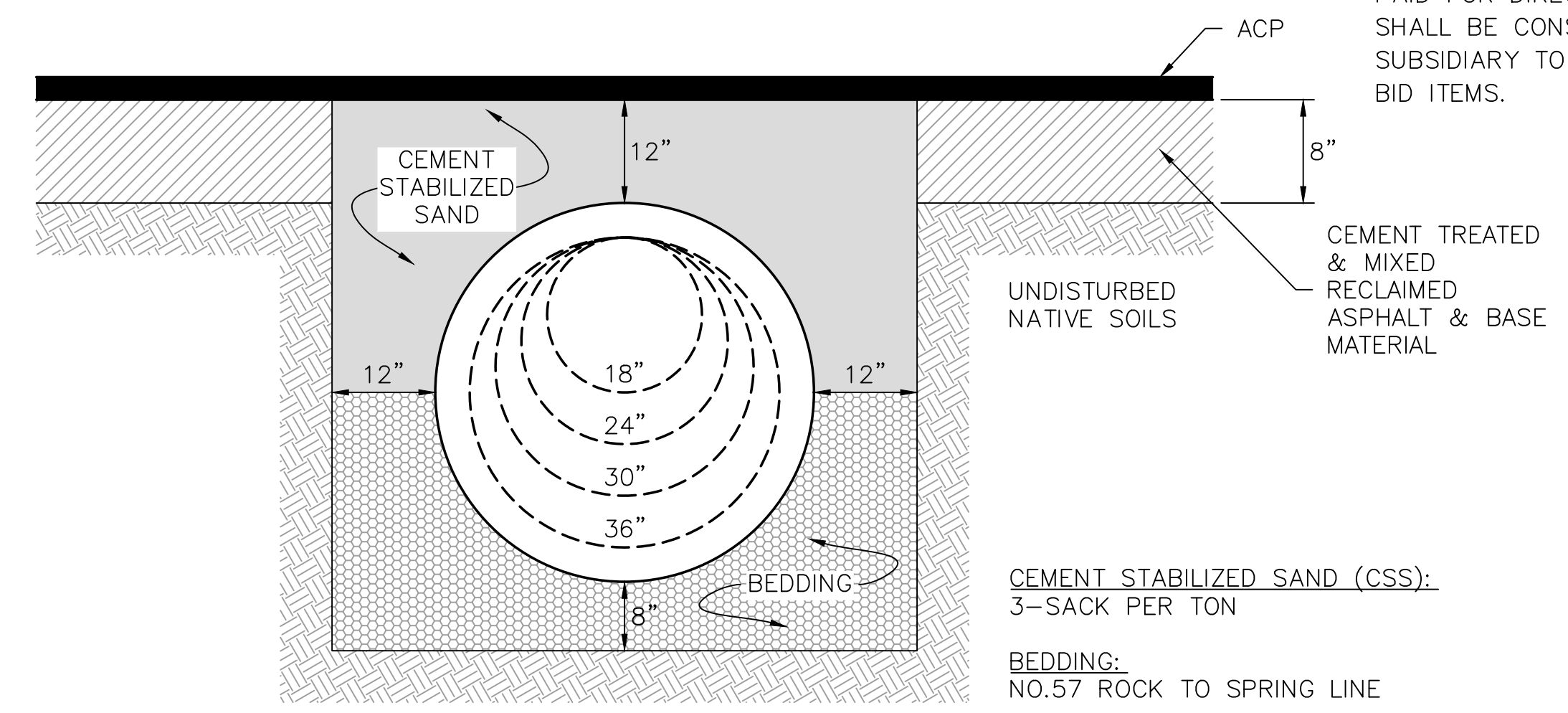
**TURNOUT DETAIL
AT ROADWAY INTERSECTION**
N.T.S.



- POSTS WHICH SUPPORT THE SILT FENCE SHALL BE INSTALLED ON A SLIGHT ANGLE TOWARD THE ANTICIPATED RUNOFF SOURCE. POST MUST BE EMBEDDED A MINIMUM OF ONE FOOT.
- THE TOE OF THE SILT FENCE SHALL BE TRENCHED IN WITH A SPADE OR MECHANICAL TRENCHER, SO THAT THE DOWNSLOPE FACE OF THE TRENCH IS FLAT AND PERPENDICULAR TO THE LINE OF FLOW. WHERE FENCE CANNOT BE TRENCHED IN (E.G. PAVEMENT), WEIGHT FABRIC FLAP WITH ROCK ON UPHILL SIDE TO PREVENT FLOW FROM SEEPING UNDER FENCE.
- THE TRENCH MUST BE A MINIMUM OF 6 INCHES DEEP AND 6 INCHES WIDE TO ALLOW FOR THE SILT FENCE FABRIC TO BE LAID IN THE GROUND AND BACKFILLED WITH COMPACTED MATERIAL.
- SILT FENCE SHOULD BE SECURELY FASTENED TO EACH SUPPORT POST OR TO WIRE BACKING, WHICH IN TURN IS ATTACHED TO THE FENCE POST. THERE SHALL BE A 3 FOOT OVERLAP, SECURELY FASTENED WHERE ENDS OF FABRIC MEET.
- INSPECTION SHALL BE AS SPECIFIED IN THE SWPPP. REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
- SILT FENCE SHALL BE REMOVED WHEN FINAL STABILIZATION IS ACHIEVED OR ANOTHER EROSION OR SEDIMENT CONTROL DEVICE IS EMPLOYED.
- ACCUMULATED SILT SHALL BE REMOVED WHEN IT REACHES A DEPTH OF HALF THE HEIGHT OF THE FENCE. THE SILT SHALL BE DISPOSED OF AT AN APPROVED SITE AND IN SUCH A MANNER AS TO NOT CONTRIBUTE TO ADDITIONAL SILTATION.

SEDIMENT CONTROL FENCE
N.T.S.

NOTE:
THIS WORK SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED SUBSIDIARY TO VARIOUS BID ITEMS.



SINGLE DRAINAGE CROSSING DETAIL
N.T.S.


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Calvin D. Prosen

Revision	By	Chk.	Appr.	Date


CITY OF DAISSETTA, TEXAS
ROAD REHABILITATION PROJECT

PAVING & MISCELLANEOUS DETAILS

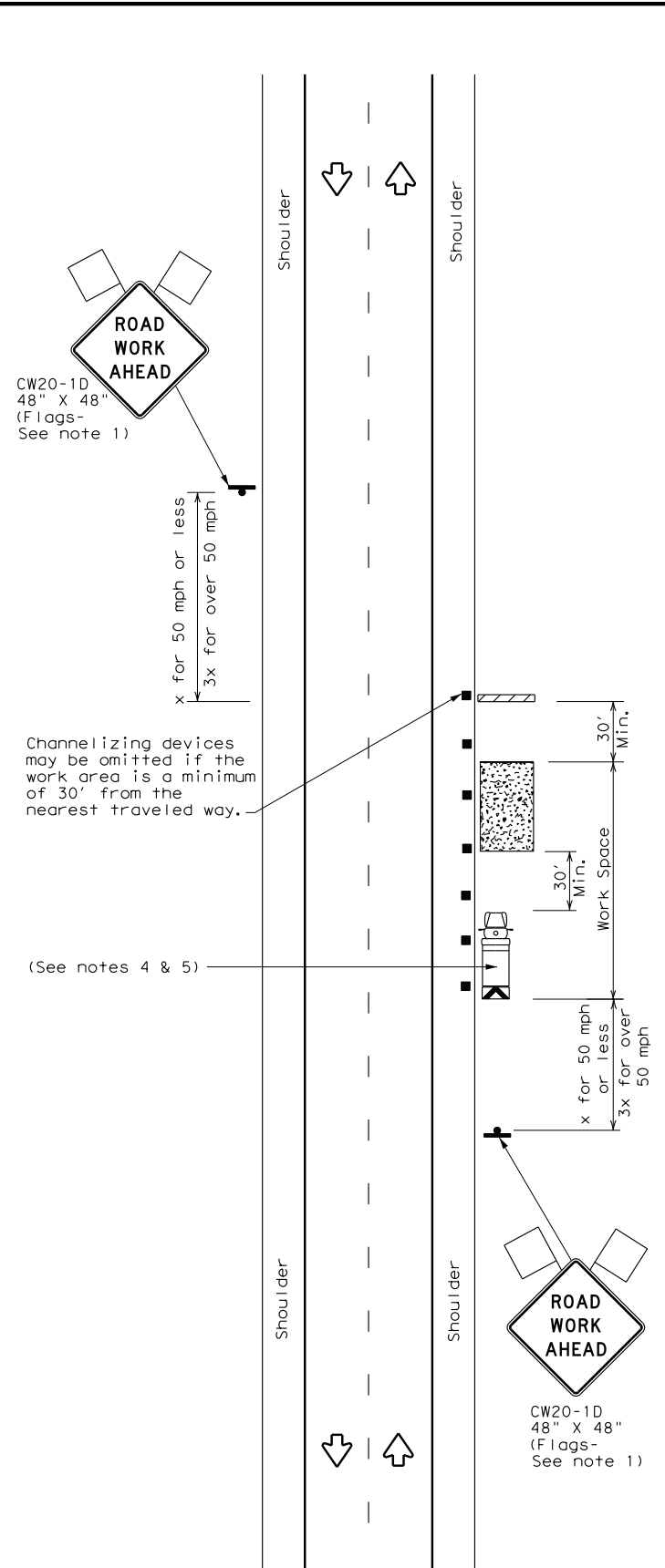
LJA Engineering, Inc. 

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FRN - F-1386

DESIGN: T.G.	JOB NO.: B1246-1004
DRAWN: B.D.S.	DATE: JULY 2024
CHECKED: T.G.	SCALE: 1"=300'
APPROVED: C.D.P.	SHEET NO. 24 OF 28

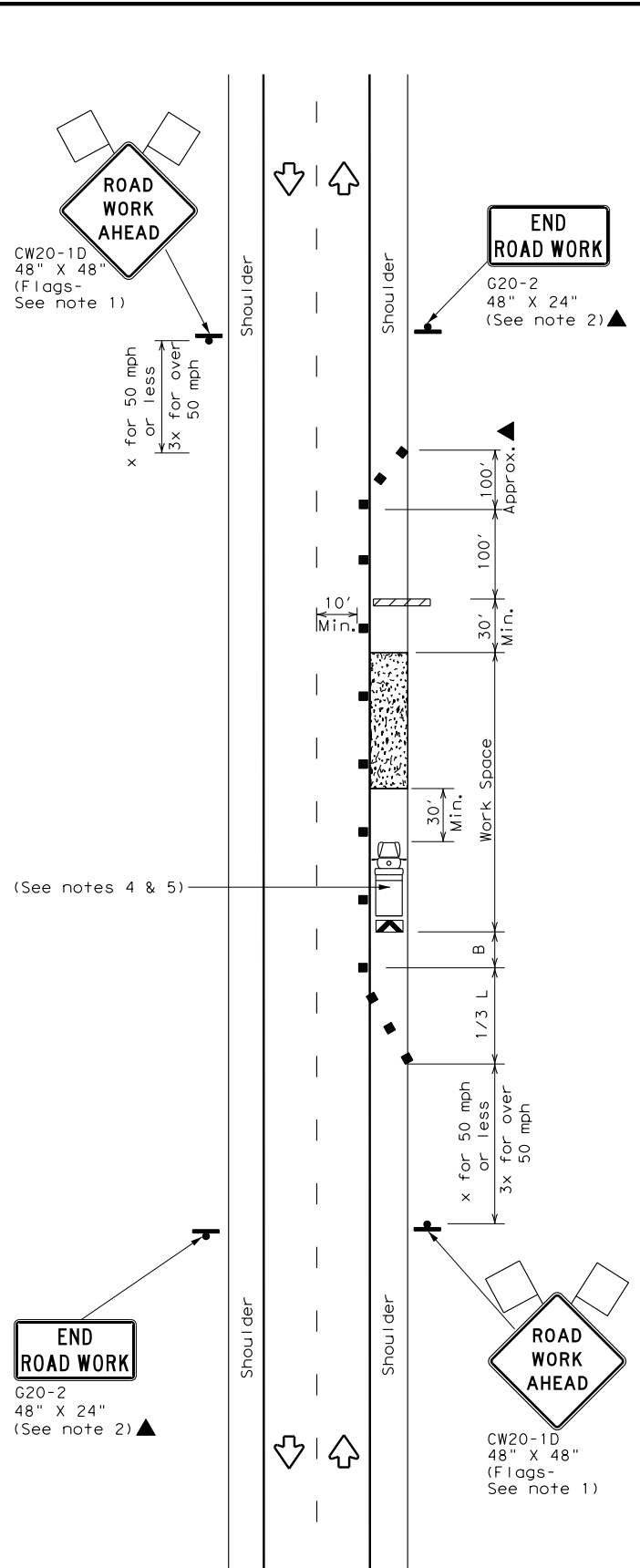
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DATE:
FILE:



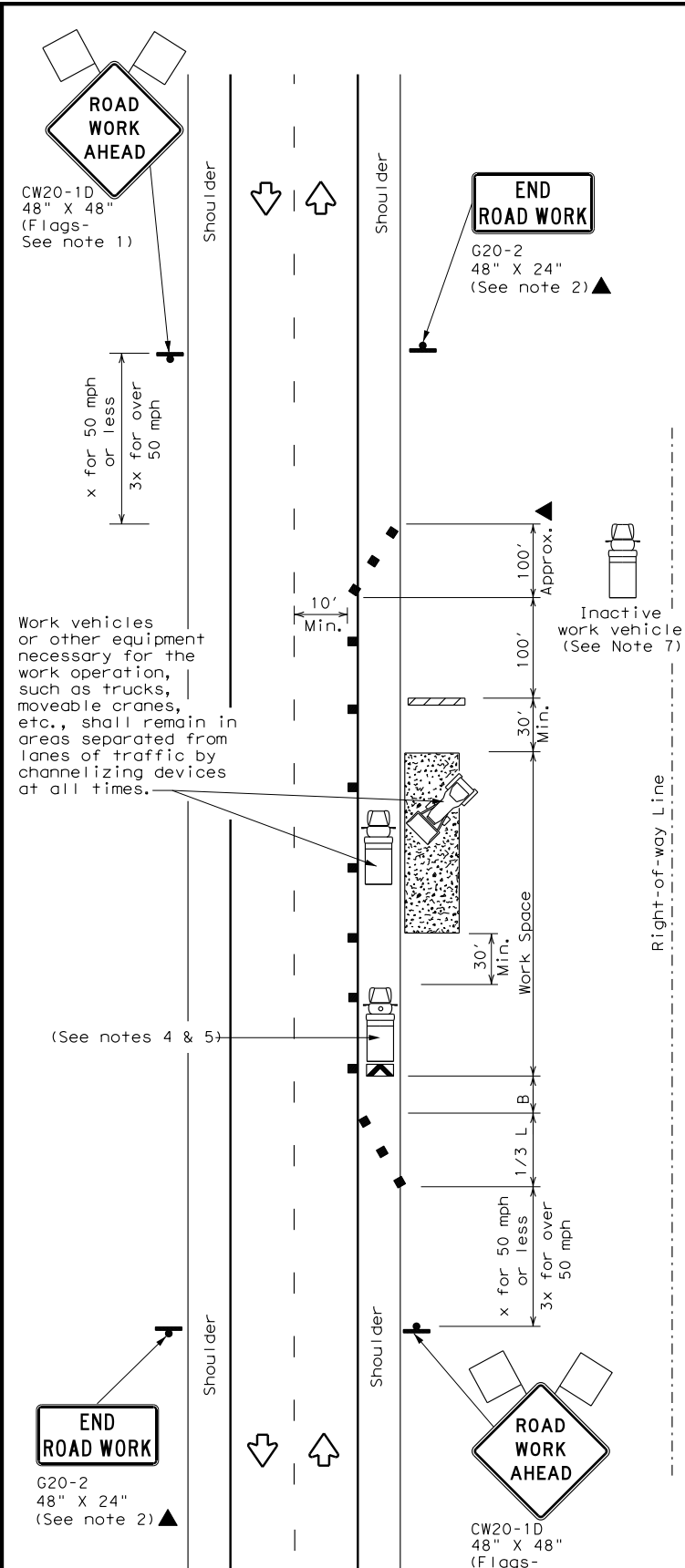
TCP (2-1a)

WORK SPACE NEAR SHOULDER
Conventional Roads



TCP (2-1b)

WORK SPACE ON SHOULDER
Conventional Roads



TCP (2-1c)

WORK VEHICLES ON SHOULDER
Conventional Roads

LEGEND			
	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board		Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

Posted Speed *	Formula	Minimum Desirable Taper Lengths **			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing "x" Distance	Suggested Longitudinal Buffer Space "B"
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent		
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'
35		205'	225'	245'	35'	70'	160'	120'
40		265'	295'	320'	40'	80'	240'	155'
45	L = WS	450'	495'	540'	45'	90'	320'	195'
50		500'	550'	600'	50'	100'	400'	240'
55		550'	605'	660'	55'	110'	500'	295'
60		600'	660'	720'	60'	120'	600'	350'
65		650'	715'	780'	65'	130'	700'	410'
70		700'	770'	840'	70'	140'	800'	475'
75		750'	825'	900'	75'	150'	900'	540'

* Conventional Roads Only
 ** Taper lengths have been rounded off.
 L=Length of Taper (FT) W=Width of Offset (FT) S=Posted Speed (MPH)

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓	✓	✓

GENERAL NOTES

- Flags attached to signs where shown, are REQUIRED.
- All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated in the plans, or for routine maintenance work, when approved by the Engineer.
- Stockpiled material should be placed a minimum of 30 feet from nearest traveled way.
- Shadow Vehicle with TMA and high intensity rotating, flashing, oscillating or strobe lights. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
- Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect a wider work space.
- See TCP(5-1) for shoulder work on divided highways, expressways and freeways.
- Inactive work vehicles or other equipment should be parked near the right-of-way line and not parked on the paved shoulder.
- CW21-5 "SHOULDER WORK" signs may be used in place of CW21-1D "ROAD WORK AHEAD" signs for shoulder work on conventional roadways.

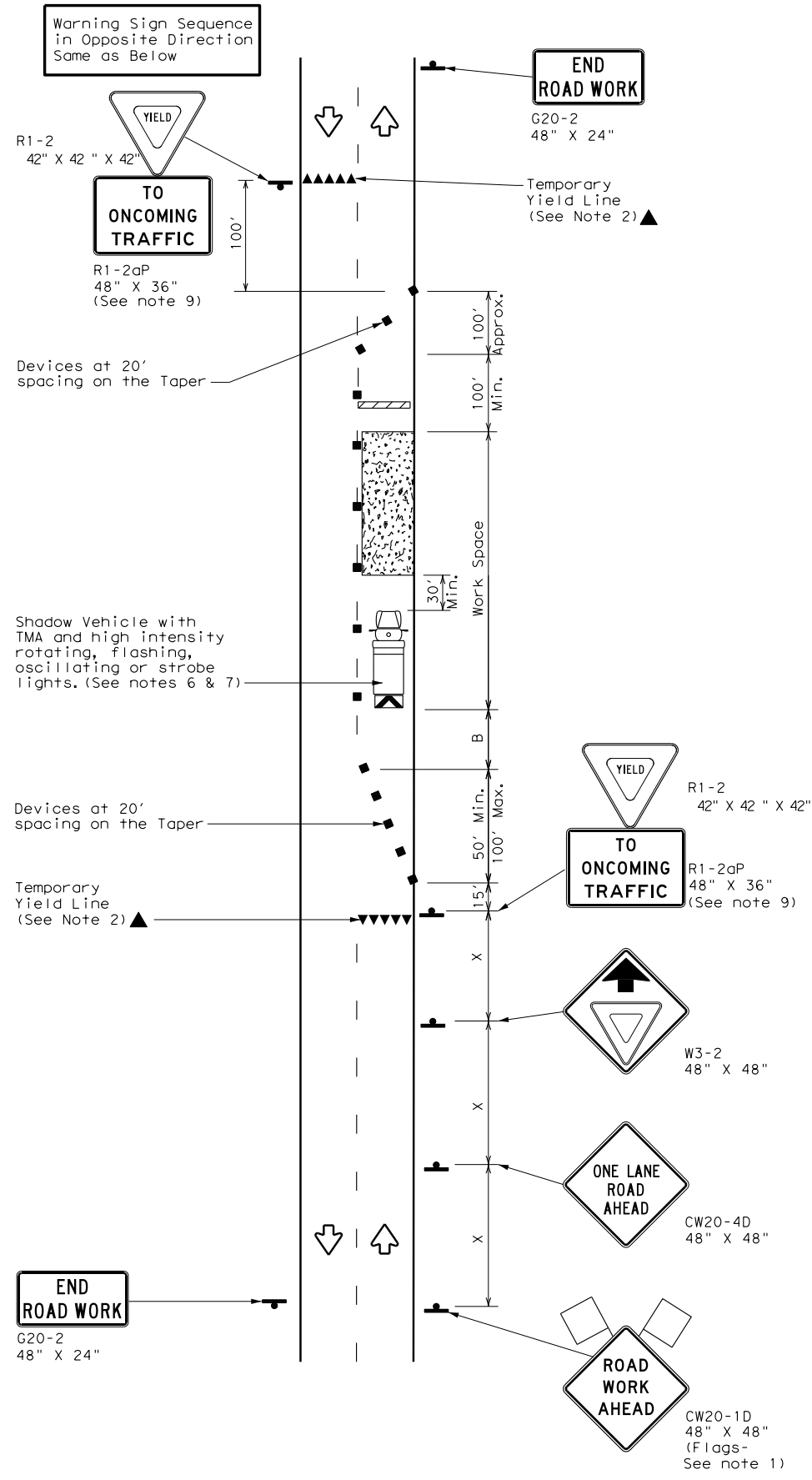


TRAFFIC CONTROL PLAN
CONVENTIONAL ROAD
SHOULDER WORK

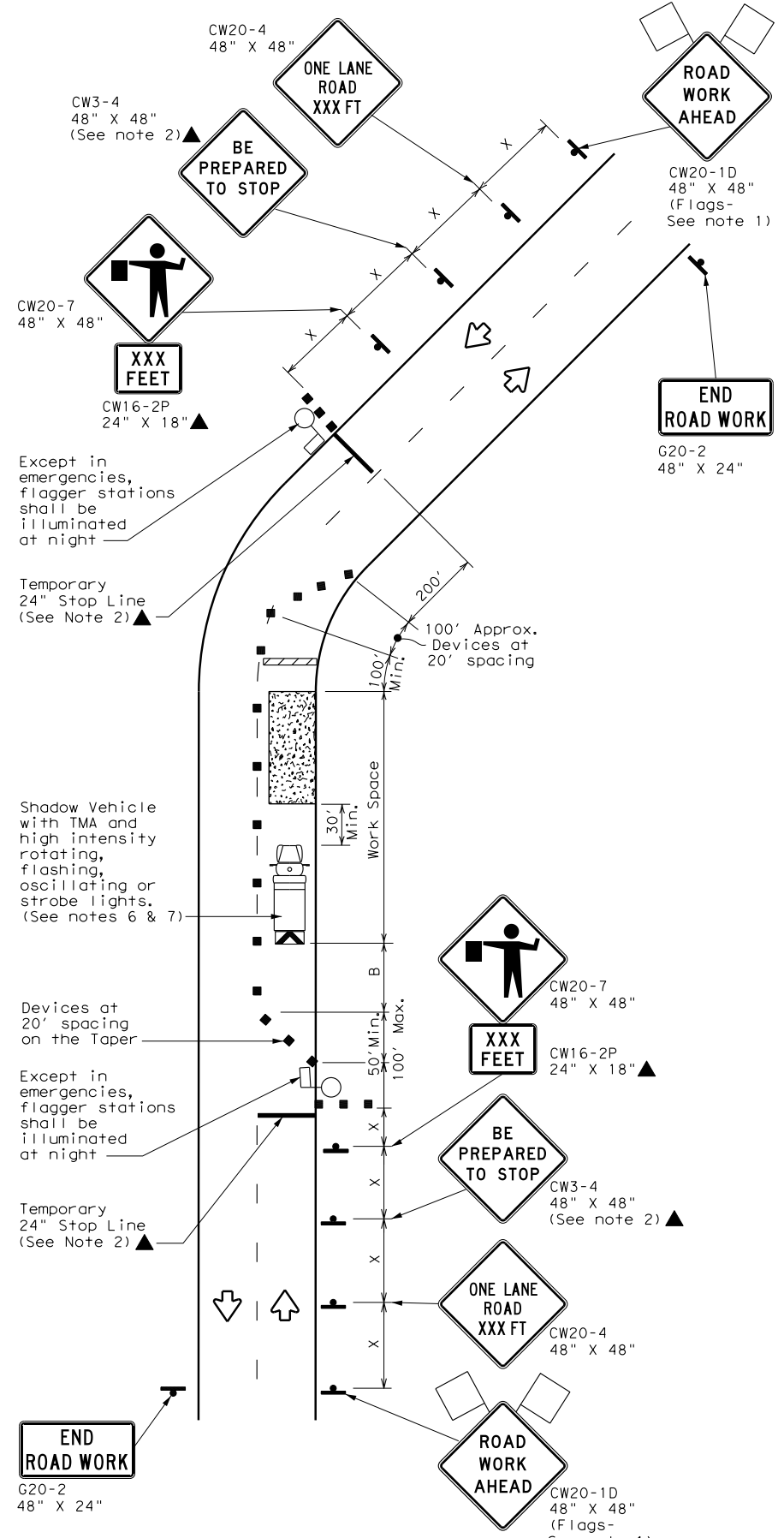
TCP (2-1) - 18

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© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS				
2-94 4-98				
8-95 2-12				
1-97 2-18				
	DIST	COUNTY	SHEET NO.	
			25	

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TCP (2-2a)
2-LANE ROADWAY WITHOUT PAVED SHOULDERS
ONE LANE TWO-WAY
CONTROL WITH YIELD SIGNS
(Less than 2000 ADT - See Note 9)



TCP (2-2b)
2-LANE ROADWAY WITHOUT PAVED SHOULDERS
ONE LANE TWO-WAY
CONTROL WITH FLAGGERS

LEGEND

	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board		Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

Posted Speed *	Formula	Minimum Desirable Taper Lengths **			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing "x" Distance	Suggested Longitudinal Buffer Space "B"	Stopping Sight Distance
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent			
30	L = WS ² / 60	150'	165'	180'	30'	60'	120'	90'	200'
35		205'	225'	245'	35'	70'	160'	120'	250'
40		265'	295'	320'	40'	80'	240'	155'	305'
45	L = WS	450'	495'	540'	45'	90'	320'	195'	360'
50		500'	550'	600'	50'	100'	400'	240'	425'
55		550'	605'	660'	55'	110'	500'	295'	495'
60		600'	660'	720'	60'	120'	600'	350'	570'
65		650'	715'	780'	65'	130'	700'	410'	645'
70		700'	770'	840'	70'	140'	800'	475'	730'
75		750'	825'	900'	75'	150'	900'	540'	820'

* Conventional Roads Only
 ** Taper lengths have been rounded off.
 L=Length of Taper (FT) W=Width of Offset (FT) S=Posted Speed (MPH)

TYPICAL USAGE

MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓	✓	

GENERAL NOTES

- Flags attached to signs where shown, are REQUIRED.
 - All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
 - The CW3-4 "BE PREPARED TO STOP" sign may be installed after the CW20-4 "ONE LANE ROAD XXX FT" sign, but proper sign spacing shall be maintained.
 - Flaggers should use two-way radios or other methods of communication to control traffic.
 - Length of work space should be based on the ability of flaggers to communicate.
 - A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
 - Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect a wider work space.
- TCP (2-2a)**
- The R1-2 "YIELD" sign traffic control may be used on projects with approaches that have adequate sight distance. For projects in urban areas, work space should be no longer than one half city block. In rural areas, roadways with less than 2000 ADT, work space should be no longer than 400 feet.
 - The R1-2aP "YIELD TO ONCOMING TRAFFIC" sign shall be placed on a support at a 7 foot minimum mounting height.
- TCP (2-2b)**
- Channelizing devices on the center line may be omitted when a pilot car is leading traffic and approved by the Engineer.
 - If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain stopping sight distance to the flagger and a queue of stopped vehicles. (See table above).
 - Flaggers should use 24" STOP/SLOW paddles to control traffic. Flags should be limited to emergency situations.

Texas Department of Transportation Traffic Operations Division Standard

TRAFFIC CONTROL PLAN
ONE-LANE TWO-WAY
TRAFFIC CONTROL

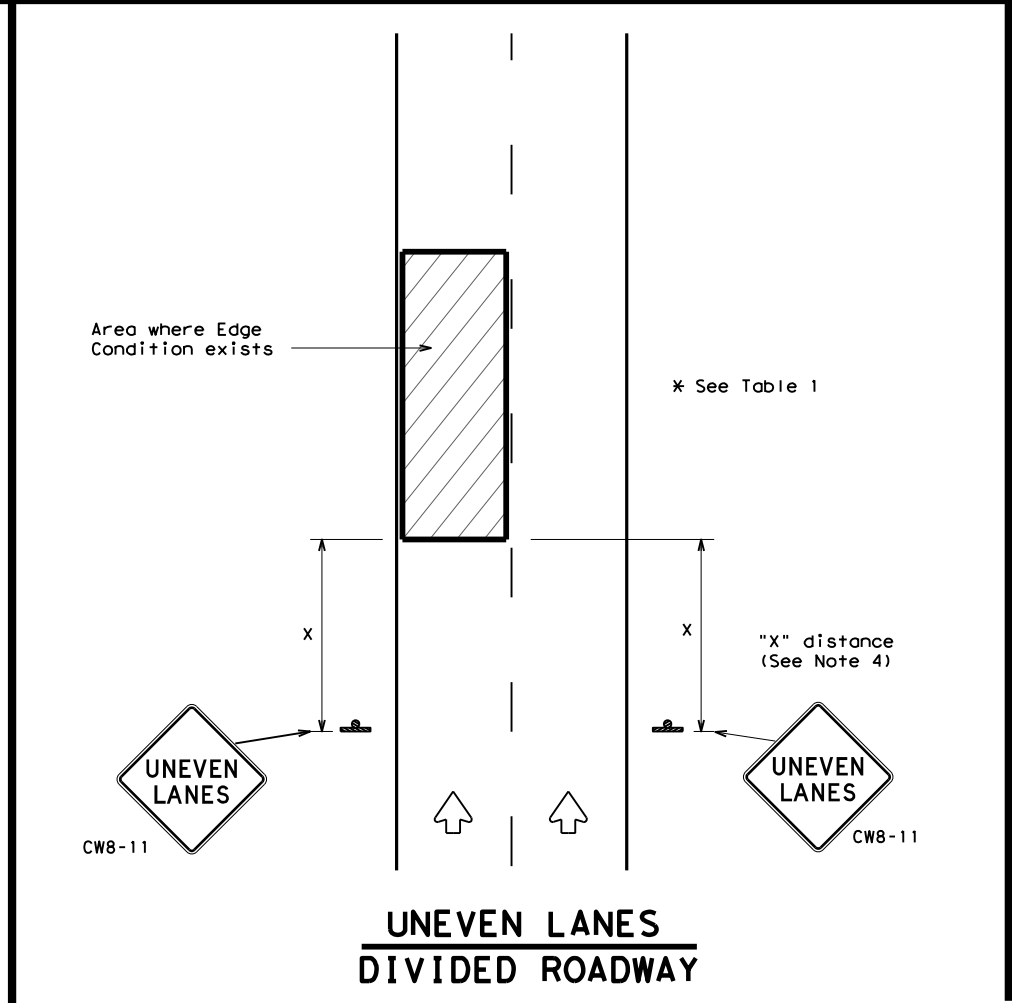
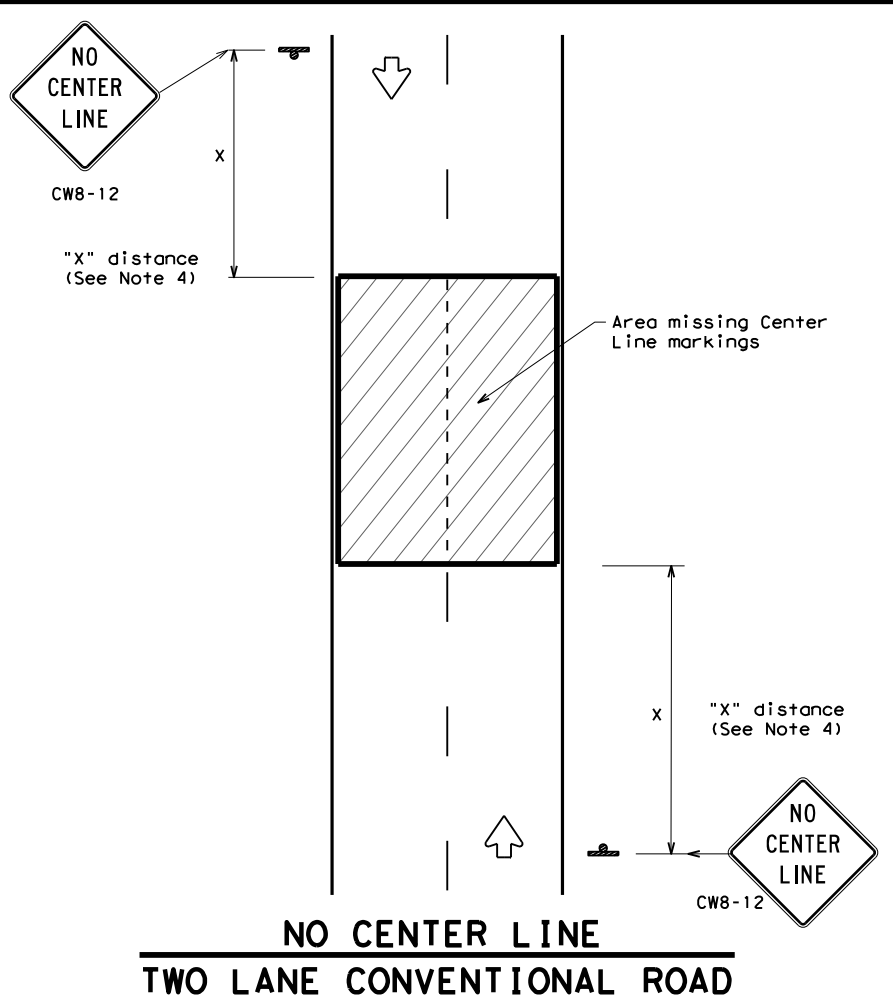
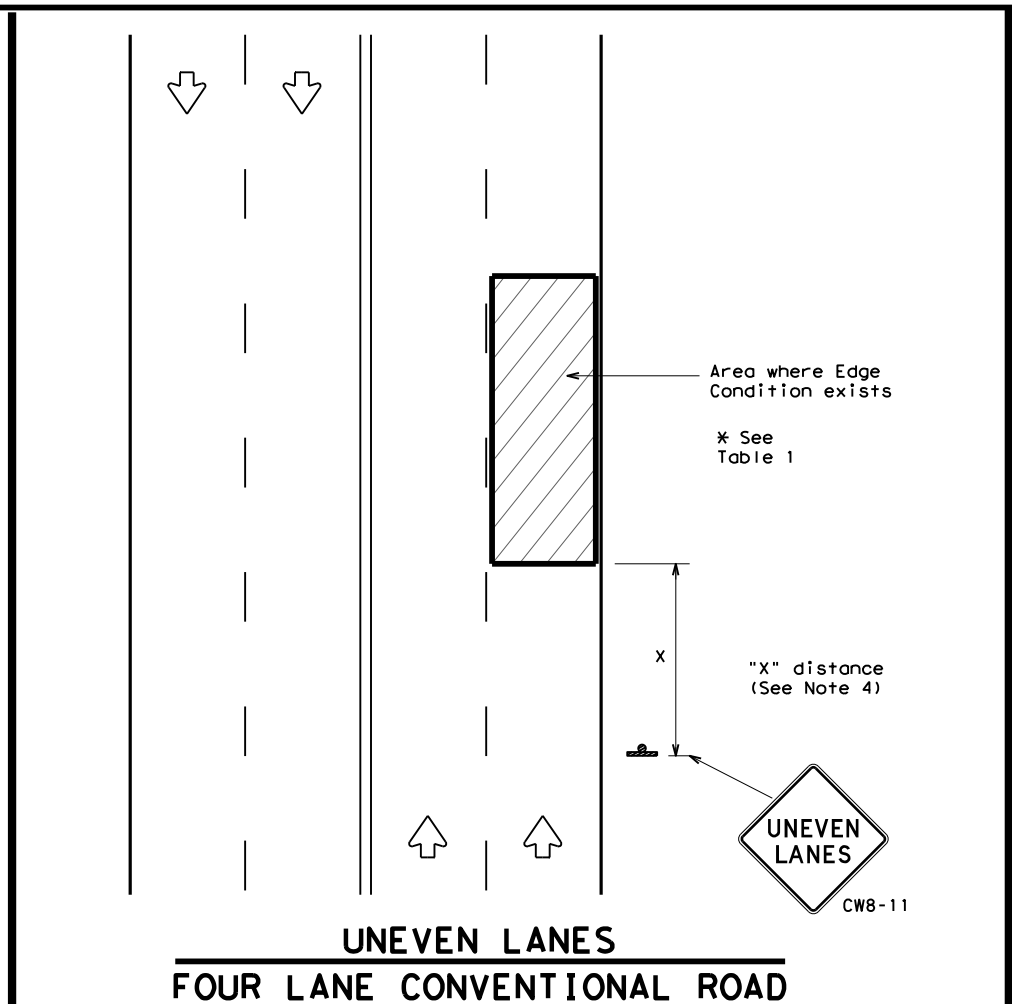
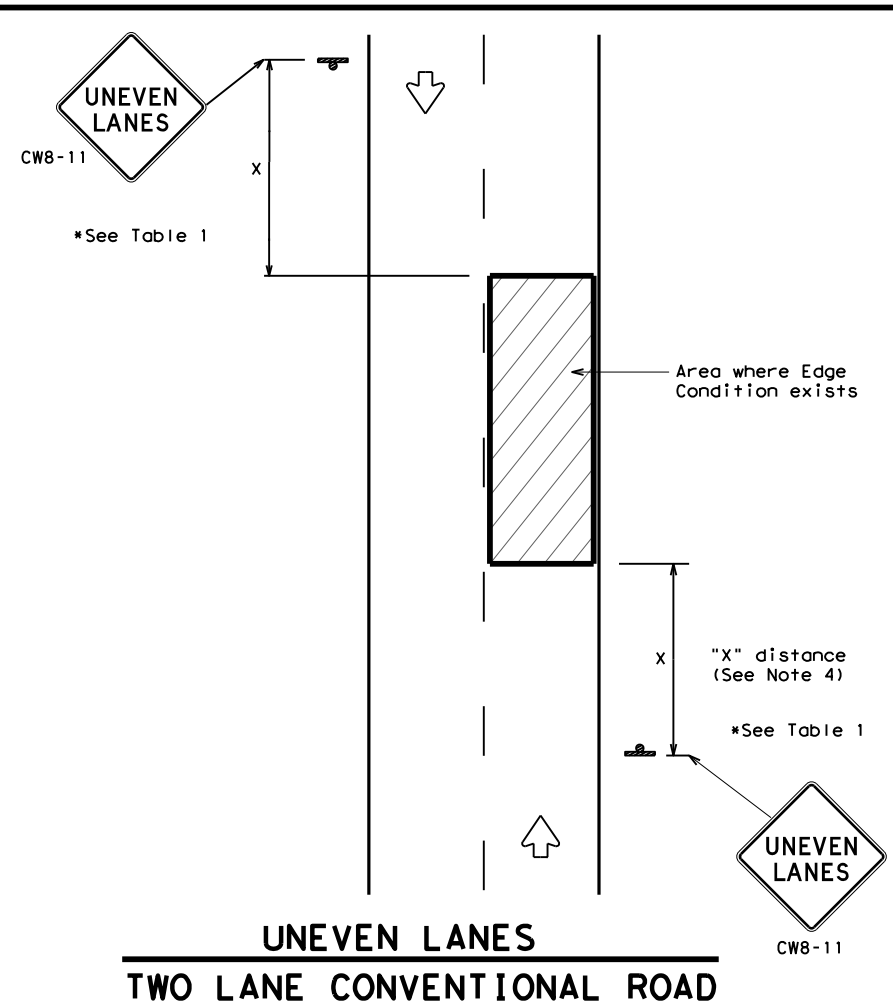
TCP (2-2) - 18

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© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
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8-95 3-03				
1-97 2-12				
4-98 2-18				
DIST	COUNTY	SHEET NO.		26

DATE:
FILE:

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DEPARTMENTAL MATERIAL SPECIFICATIONS	
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240
TEMPORARY (REMOVABLE) PREFABRICATED PAVEMENT MARKINGS	DMS-8241
SIGN FACE MATERIALS	DMS-8300

COLOR	USAGE	SHEETING MATERIAL
ORANGE	BACKGROUND	TYPE B _{FL} OR TYPE C _{FL} SHEETING
BLACK	LEGEND & BORDERS	ACRYLIC NON-REFLECTIVE SHEETING

GENERAL NOTES

1. If spalling or holes occur, ROUGH ROAD (CW8-8) signs should be placed in advance of the condition and be repeated every two miles where the condition persists.
2. UNEVEN LANES (CW8-11) signs shall be installed in advance of the condition and repeated every mile. Signs installed along the uneven lane condition may be supplemented with the NEXT XX MILES (CW7-3aP) plaque or Advisory Speed (CW13-1P) plaque.
3. NO CENTER LINE (CW8-12) signs and temporary pavement markings as per the WZ(STPM) standard shall be installed if yellow centerlines separating two way traffic are obscured or obliterated. Repeat NO CENTER LINE signs every two miles where the center line markings are not in place. The signs and markings shall remain in place until permanent pavement markings are installed.
4. Signs shall be spaced at the distances recommended as per BC standards.
5. Additional signs may be required as directed by the Engineer. Signs shall remain in place until final surface is applied. Signs shall be considered subsidiary to Item 502 "BARRICADES, SIGNS AND TRAFFIC HANDLING."
6. Signs shall be fabricated and mounted on supports as shown on the BC standards and/or listed on the "Compliant Work Zone Traffic Control Devices" list.
7. Short term markings shall not be used to simulate edge lines.
8. All signs shall be constructed in accordance with the details found in the "Standard Highway Sign Designs for Texas," latest edition.

Edge Condition	Edge Height (D)	* Warning Devices
①	Less than or equal to: 1/4" (maximum-planing) 1/2" (typical-overlay)	Sign: CW8-11
②	Less than or equal to 3"	Sign: CW8-11
③	Distance "D" may be a maximum of 3" if uneven lanes with edge condition 2 or 3 are open to traffic after work operations cease. Uneven lanes should not be open to traffic when "D" is greater than 3".	

TRAFFIC CONTROL DURING PLANING, OVERLAY AND LEVELING OPERATIONS ARE SHOWN ELSEWHERE IN THE PLANS.

MINIMUM WARNING SIGN SIZE	
Conventional roads	36" x 36"
Freeways/expressways, divided roadways	48" x 48"

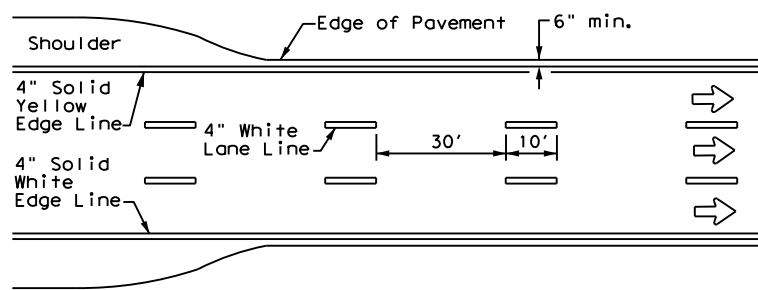


SIGNING FOR UNEVEN LANES

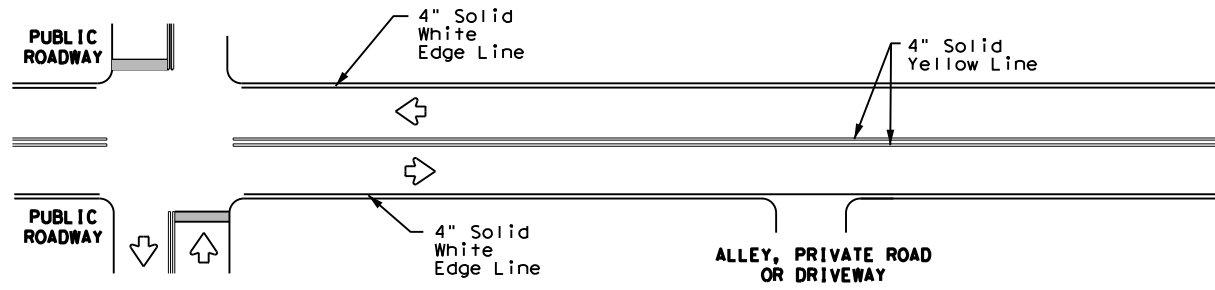
WZ (UL) - 13

FILE: wzu1-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CR: TxDOT
© TxDOT April 1992	CONT	SECT	JOB	HIGHWAY
REVISIONS				
8-95 2-98 7-13	DIST	COUNTY	SHEET NO.	
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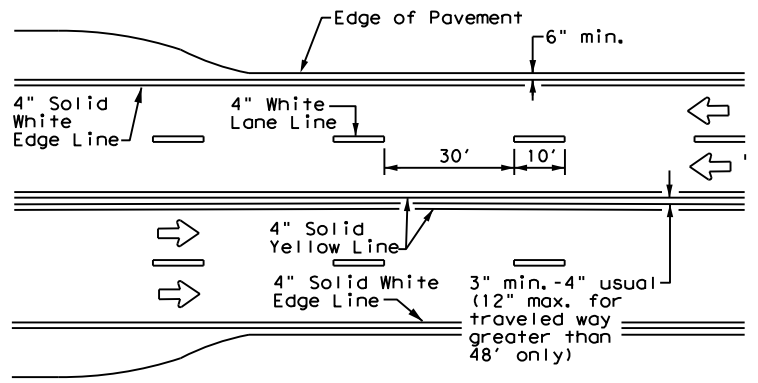
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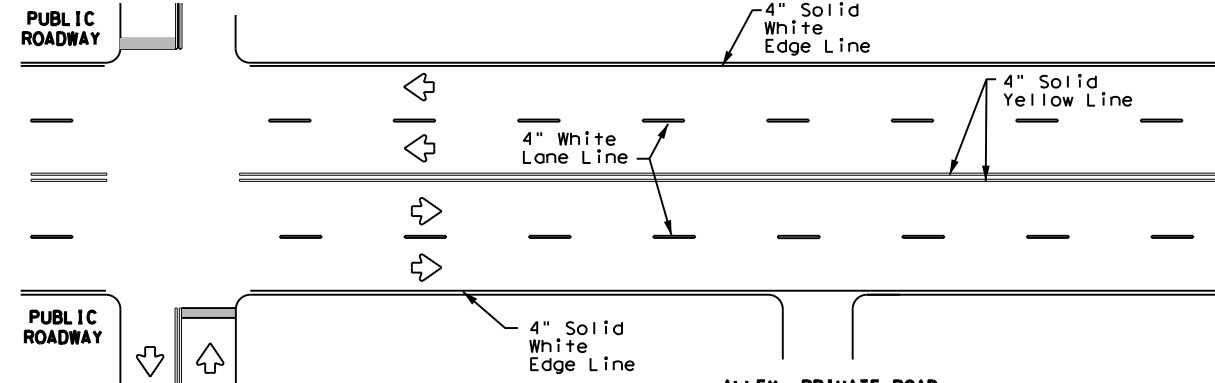
**EDGE LINE AND LANE LINES
ONE-WAY ROADWAY
WITH OR WITHOUT SHOULDERS**



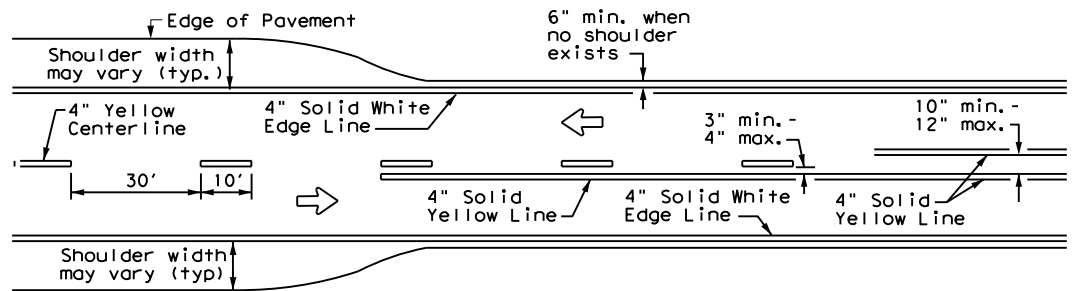
**TYPICAL TWO-LANE, TWO-WAY PAVEMENT
MARKINGS THROUGH INTERSECTIONS**



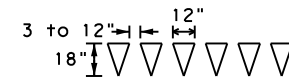
**CENTERLINE AND LANE LINES
FOUR LANE TWO-WAY ROADWAY
WITH OR WITHOUT SHOULDERS**



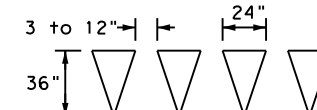
**TYPICAL MULTI-LANE, TWO-WAY PAVEMENT
MARKINGS THROUGH INTERSECTIONS**



**TWO LANE TWO-WAY ROADWAY
WITH OR WITHOUT SHOULDERS**

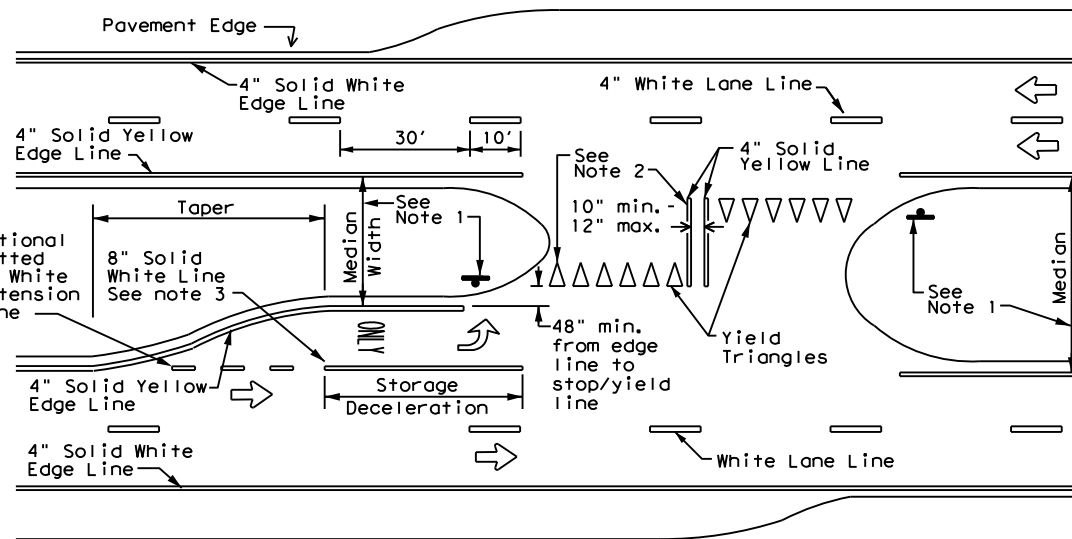


For posted speed on road being marked equal to or less than 40 MPH.



For posted speed on road being marked equal to or greater than 45 MPH.

YIELD LINES



FOUR LANE DIVIDED ROADWAY CROSSOVERS

NOTES

- Where divided highways are separated by median widths at the median opening itself of 30 feet or more, median openings shall be signed as two separate intersections. Each median opening has two width measurements, with one measurement for each approach. The narrow median width will be the controlling width to determine if signs are required. Yield signs are the typical intersection control. Stop signs are optional as determined by the Engineer.
- Install median striping (double yellow centerlines and stop bars/yield triangles) when a 50' or greater median centerline can be placed. Stop bars shall only be used with stop signs. Yield triangles shall only be used with yield signs.
- Length of turn bays, including taper, deceleration, and storage lengths shall be as shown on the plans or as directed by the Engineer.

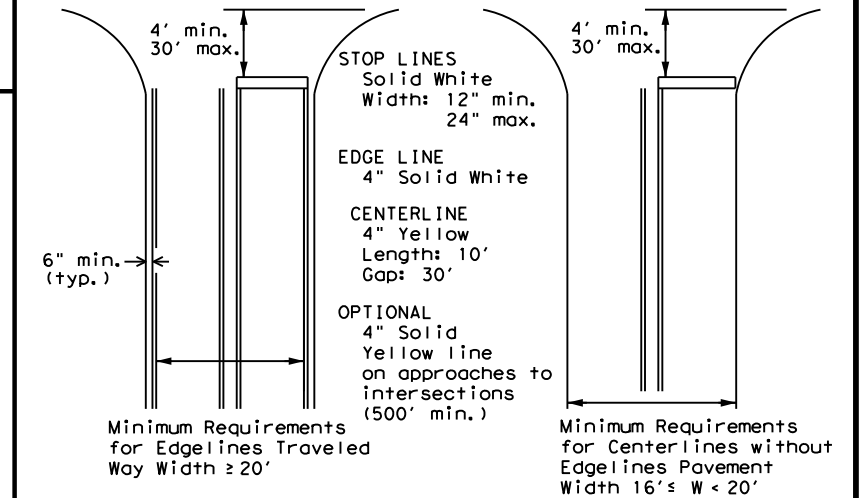
GENERAL NOTES

- Edgeline striping shall be as shown in the plans or as directed by the Engineer. The edgeline should not be placed less than 6 inches from the edge of pavement. This distance may vary due to pavement raveling or other conditions. Edgelines are not required in curb and gutter sections of roadways.
- The traveled way includes only that portion of the roadway used for vehicular travel. It does not include the parking lanes, sidewalks, berms and shoulders. The traveled ways shall be measured from the inside of edgeline to the inside of edgeline of a two lane roadway.

MATERIAL SPECIFICATIONS

PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



**GUIDE FOR PLACEMENT OF STOP LINES,
EDGE LINE & CENTERLINE**

Based on Traveled Way and Pavement Widths for Undivided Highways



**TYPICAL STANDARD
PAVEMENT MARKINGS**

PM(1) - 20

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